THE LITERARY DIGEST
(Title registered in U. S. Patent Office and in Foreign Countries)
PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

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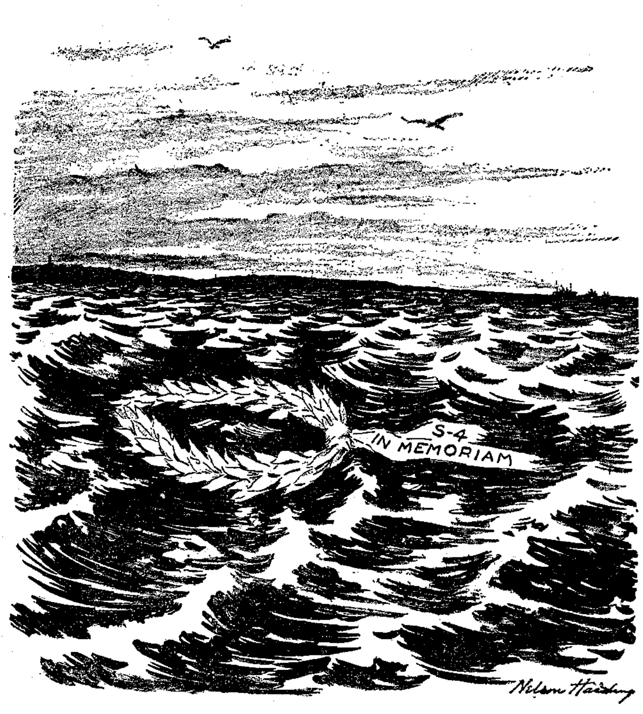
Vol. XCVI, No. 1 New York, January 7, 1928 Whole Number 1968

TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

WHO IS TO BLAME FOR OUR SUBMARINE DISASTERS?

THE UNITED STATES NAVY is seen squarely on the defensive by many writers for the press, in consequence of the sinking of the submarine *S-4* and the failure to rescue the six men who were known to be living for several days in the torpedo room of the crusht submersible. Not in years, writes one Washington correspondent, has a naval disaster brought such a flood of censure on the Navy Department. Robert Barry, of the New York *Evening World*, pictures the Department as "waging a defensive against a public condemnation which is epitonized: 'You could have done, ut you didn't—why not?'" From the Philadelphia *Inquirer* comes the declaration that "the Navy has lost something priceless in public confidence and esteem that will be difficult to regain." And a New Jersey paper speaks for the press, Congress, and the man in the street when it says that 'the *S-4* horror has raised an 'ssue that must be threshed ut immediately and comletely." As a means to such hreshing out, we are promised nvestigations by both the Navy Department and Congressional committees.



IS THIS ALL WE COULD DO?
—Harding in the Brooklyn *Eagle*.

Voicing a widely held conviction that there is something wrong somewhere in the Navy Department, the New York *Telegram* declares: "There are too many accidents; in the last few years a battle-ship, an aircraft carrier, five destroyers, four submarines, and other craft, have figured in serious accidents involving heavy loss of life." And yet we are cautioned by the Chicago *Journal of Commerce* not to take it for granted that the Navy is to blame. Congress, it says, "should not indulge in a chip-on-the-shoulder inquiry," should not assume at the outset that something must be radically wrong, since submarines are sometimes lost by other countries and their navigation is attended with special dangers. And it is interesting to find in the New London *Day*, published in the seaport city which was the base for both *S-51* and *S-4*, the reflection that the accident may have been unavoidable: "The submarine had no protection against the destroyer; the destroyer had no means of ascertaining in time to avoid an accident that a submarine was dangerously close."

Nevertheless, to quote the New York *Evening World*, "the impression prevails and is strengthening all the while that there has been blundering from the moment the ill-fated submarine began its operations in its test near Provincetown." Leaving aside all the technical details, the point is, as the Washington *News* sees it, that "something is wrong somewhere, and most likely among the higher-ups, since the lower grades have little to say in matters of this kind":

> "Just what is wrong, we do not pretend to know. Perhaps no one knows. For the Navy numbers many critics, and these do not always agree among themselves. Some say it is overofficered; others that it is undermanned. Some say fear of reprimand seals the mouths of many, or that its morale is low, affecting efficiency. Still others charge that the Navy has become too bureaucratic for new ideas to break in. We do not know. Perhaps it is a combination of several or all of these things.
>
> "Anyway, steps should be taken to ascertain the truth, and the quicker it is done the better. We are now about to embark on an $800,000,000 building schedule, the greatest peace-time program in the history of the nation, and it behooves us to do all we possibly can, and at once, to prevent our starting wrong."

Ultimate responsibility within the Navy Department belongs to Curtis D. Wilbur, Secretary of the Navy, contend several papers. It is well known in Washington, the Springfield *Republican* hears, that Mr. Wilbur has been "far from being a success at the head of the Navy Department." In the opinion of the Hartford *Times*, the men of the *S-4* were victims of a system. "It is the President's duty to provide the nation with a competent Secretary of the Navy," and the people should elect a President who will do this. As long as we have the present system, continues *The Times*, if the people "elect administrations that are incompetent, they risk sinking men in submarines, wrecking *Shenandoahs*, and forcing men and officers of the Army to live in shacks." Congress, the Philadelphia *Record* tells us, "has no more urgent duty than to discover and compel the correction of any defects in a system charged with responsibility for harrowing sacrifices that might have been averted." The Chicago *Tribune* is but one of many papers to insist on a thoroughgoing civilian inquiry by Congress. "Congress may muddle infinitely," but, remarks the Birmingham *Age-Herald*,

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"Congressional committees have been known to make startling revelations as well as to put the fear of the Lord in those inclined to hide the truth." In the opinion of the New York *World*, "what is needed is neither a whitewash of the Navy by the Navy, nor an investigation by Congressmen who are not competent to consider technical details, but the appointment of an independent commission of inquiry consisting preponderantly of experts drawn from civilian life."

Several moves for investigation are under way. Secretary of the Navy Wilbur has appointed a Naval Board of Inquiry, headed by Rear Admiral Richard H. Jackson. Representative Loring M. Black, Jr. (Dem., N. Y.), has introduced a resolution in the House calling for a special committee to investigate the entire field of naval activities. Other resolutions call for investigation by the Naval Affairs Committee and for demands upon the Navy Department for information.

International Newsreel photograph

NAVY CHIEFS AT THE SCENE OF THE *S-4* DISASTER

In conference on the deck of the mine sweeper *Falcon* may be seen from the reader's left to right, Secretary Wilbur; Admiral Charles F. Hughes, Chief of Naval Operations; Admiral Frank H. Brumby, in charge of the rescue and salvage work, and Lieut.-Com. Edward Ellsberg (retired), the expert on submarine salvaging who also figured conspicuously in the raising of the *S-51*.

Here are some of the questions which have been received by Senators and Representatives, according to Robert Barry, Washington correspondent of the New York *Evening World:*

> "If divers could be sent down, armed with hammers, and engage in conversation in Morse code with the imprisoned men on Sunday [December 18], why didn't some one in the Navy think to have them take down the air-hose which were finally used on Wednesday? Oxygen was the vital thing. The six men in the torpedo room said so. They said the air was bad. The big thing then was to get an air-hose to them. The men inside could be told an air-line was coming. The divers were in phone communication with the surface.
>
> "Where was the Navy? What of the *S-51?* It left some impressions, surely! 'Is there much gas?' a diver asked the *S-4* six.
>
> "'No. But the air. How long will you be now?'
>
> "That was Sunday.
>
> "On Wednesday, after weather conditions had been called unfavorable for two days, rescue operations were resumed, and then it was announced that it was possible to attach an air-hose to the submarine to force in fresh air and oxygen.
>
> "Why did not the Navy know those things Sunday when the divers were sent below?
>
> "These are questions which represent a fair symposium of the bitter things being said against naval officials in the complaints reaching Washington. They are things the Navy has not explained, and members of Congress are at a loss to excuse."

There seems to be no doubt in the mind of one of the press correspondents at the scene of the disaster, Courtenay Terrett, of the New York *Telegram*, "that there are facts in the futile operations which demand investigation by Congress." The entire nation, writes another correspondent, Harvey Anderson, of the Consolidated Press, "is turning to the question of what the Navy may learn from this disaster and what assurances may be found that it will not be repeated." How much justification exists for present criticisms will be brought out by the official inquiries, "and out of it all may come marked advancement in the problem of rendering submarines more safe." Unquestionably, Mr. Anderson thinks, "a searching inquiry into the placing of emergency apparatus in the vicinity of submarine tests will be an important detail of the investigation." Moreover, "the drive toward a thorough overhauling of the undersea boats, in every engineering detail involving the protection of life, promises results."

Severe criticism of the Navy has been heard from several members of Congress; Congressman R. E. Updike (Rep., Ind.), of the Naval Affairs Committee, feels the Department has been "grossly negligent" in not providing more safety devices for submarines. Congressman Carl Vinson of Georgia, ranking Democrat on the Committee, wants the investigation to discover whether the *S-4* had the proper listening devices and the available devices for purifying carbon-dioxid gases. He is one of the several Congressmen to suggest that the submarine tests might better be held in Southern waters, instead of the stormy coastal waters of New England. Representative Loring M. Black, Jr. (Dem N. Y.), comes out flatly with a demand for the resignation of Secretary Wilbur:

> "The Navy of the United States needs drastic official readjustment. The destruction of the *S-4* climaxes a long series of disasters and a general breakdown. Mr. Wilbur, as the head of the Navy, must accept culpability for conditions. His separation from the service would be desirable.
>
> "Tho likable personally and bearing a fine reputation as a man, he has not been able to succeed as a naval administrator. The Navy is plagued with enemies and hostile policies, and Mr. Wilbur is too easy-going to counteract them."

"I do not mind the criticism of the Department," says Secretary Wilbur in an interview for the United Press. He feels that everything was done that could be done:

> "We've tried to take all safety precautions consistent with the military purpose of the submarine and the training of the men. Experts in the department are investigating these matters all the time, and have been for years.
>
> "These ships are not built merely to be rescued. They are built for military purposes. If the *S-4* had not been so severely

damaged it would have come up. No vessel is built to operate after it has been completely waterlogged or wrecked."

Twelve specific questions involving as many specific criticisms of the Navy's handling of the *S-4* disaster were put to Secretary Wilbur by the New York *Telegram*. The questions and the Secretary's answers follow as they appeared in that newspaper:

"*Question No. 1*—When divers first located the *S-4* on Sunday, why was an air-line not attached to the torpedo chamber where the six men were trapt instead of the ballast tank?

"*Answer*—That question is based upon misinformation. The air-line from above was connected up with the *S-4's* general air-supply system, but it was found that it was letting in water instead of air.

"*Question No. 2*—Had the naval officers in charge of the rescue fleet considered introducing food and oxygen through torpedo tubes before the trapt men asked for it?

"*Answer*—I suppose they did. A naval report several years old discust this means of rescue, and it certainly was known to the men inside the *S-4* and those outside.

"*Question No. 3*.—If the naval officers had considered this method, why was it not attempted on Sunday while divers still had access to the *S-4?*

"*Answer*—Because we knew that the men in there could live for eighty hours. The main thing when we first got contact on Sunday was to assure the men inside the ship a continuous supply of fresh air, and that was what we attempted to do.

"*Question No. 4*—Why was the *Falcon*, which was the only ship equipped to send down divers, sent to Boston with the injured diver, Michaels, leaving the rescue fleet without means of resuming work had the storm subsided?

"*Answer*—Because the *Falcon* was equipped with a compression chamber, and Michaels had to be kept in it to save his life.

"*Question No. 5*—Why was the *S-4* marked only with a buoy, which was pulled away, instead of being moored to some vessel?

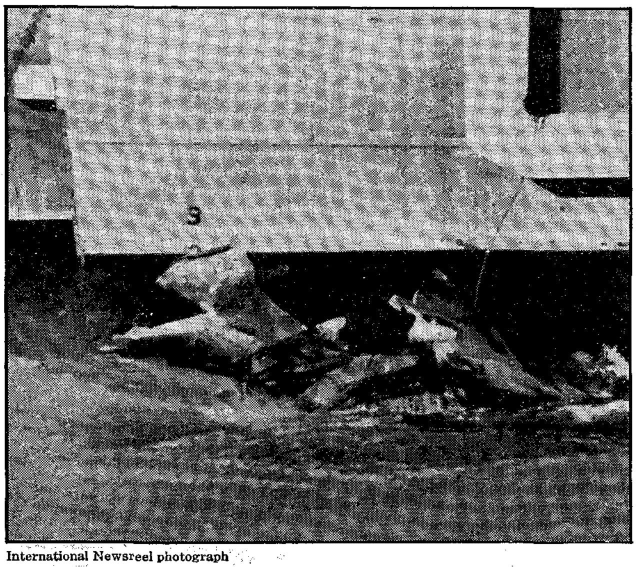
"*Answer*—Because a line attached to a vessel would have chafed and probably would have been cut. This is another question, it seems to me, that is based on misunderstanding and misinformation.

"*Question No. 6*—Why was the fact that the *S-4* had been 'lost' by the rescue fleet withheld from newspaper men on Wednesday for hours?

"*Answer*—I don't know that it was withheld. But we did not feel that our job up there was to make news. Our only task was to get those six men out or save them in some way.

"*Question No. 7*—Why was it that on Wednesday, when the sea calmed, no divers were sent down until nearly noon?

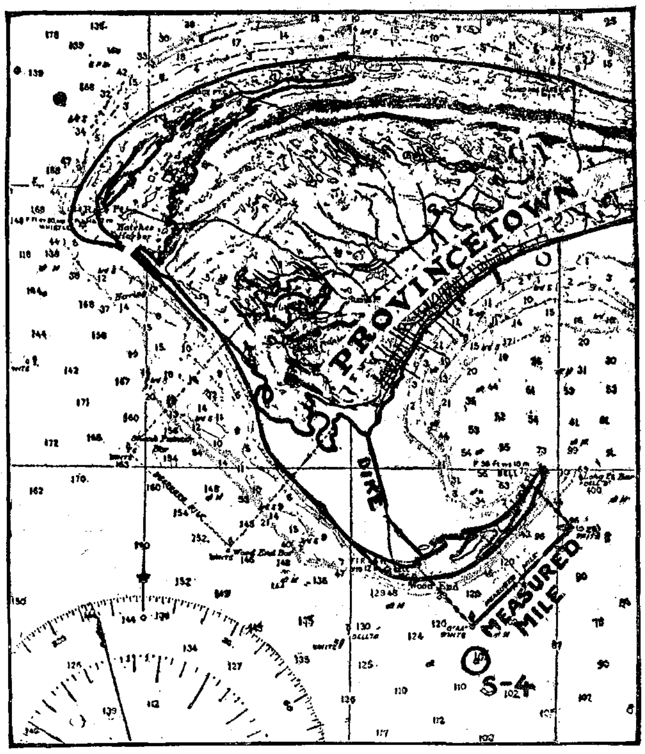
"*Answer*—Who said that the sea had calmed earlier than noon, so that divers could have gone down? The Navy officials were the judges of when diving operations could be resumed, and I presume they sent a man down just as soon as it was possible.



International Newsreel photograph

WHAT STRUCK THE FATAL BLOW

The damaged keel of the destroyer *Paulding* after the collision in which it sank the *S-4*, showing the tremendous force of the impact.



From the New York *Herald Tribune*

SCENE OF THE MOST HARROWING OF ALL SUBMARINE ACCIDENTS

Chart showing where the *S-4* sank off Provincetown. The figures indicate depth in feet.

"*Question No. 8*—Why are submarine tests conducted at this point instead of in more sheltered waters?

"*Answer*—That is another question based upon misinformation. Submarine tests like this require definite markings for the mile-test course as well as a certain depth of water. Provincetown is an ideal spot for that purpose. Here we get the required depth at a comparatively safe distance from the shore and yet near to it.

"*Question No. 9*—Since tests are conducted off Provincetown regularly, do you believe that rescue apparatus, such as pontoons, should be kept near Provincetown instead of at the Brooklyn Navy Yard?

"*Answer*—We had plenty of time to get the pontoons there before they could be put in use. Before we could begin to use the pontoons, it was necessary to get a line under the *S-4*, and we have not been able to do that yet. The pontoons have been there for some time, but we have not been able to use them, which shows that their having been kept in Brooklyn did not slow up rescue work.

"*Question No. 10*—Do you believe it would have been more efficient to have sent pontoons in charge of six tugs, one pontoon to each tug, rather than to have attached three pontoons to each of the two tugs actually used?

"*Answer*—I think my answer to question No. 9 is responsive to this question.

"*Question No. 11*—Do you believe that the absence of the *Wandak*, the *S-4's* tender, was the primary cause of the ramming of the *S-4?*

"*Answer*—It had nothing to do with it. The *Wandak*, had it been there, might have and might not have prevented the *Paulding* from hitting the *S-4*. . . . .

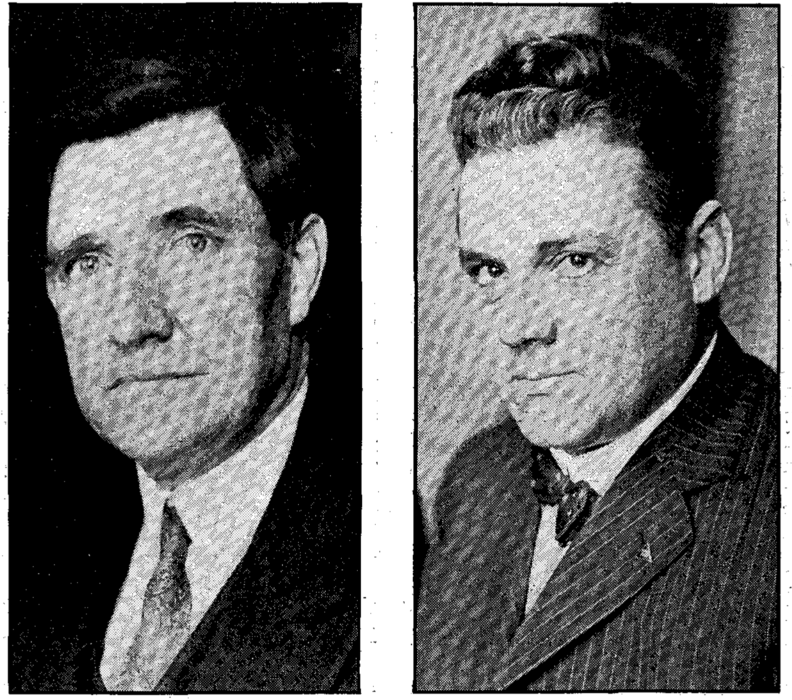
"*Question No. 12*—Do you believe that the presence of grappling rings or eyelets on the *S-4* would have given a better chance to raise it?

"*Answer*—Eyelets or grappling rings could be of no use in a case like this. . . . . A twin ship arrangement with elevating devices is one scheme that has often been considered, but even that would have been valueless for a ship the size of the *S-4*."

Nevertheless, a number of our papers like the Boston *Post*, New York *World*, Washington *Post*, and Chicago *Evening Post*, for instance, are convinced that the Navy has not paid enough attention to safety devices for submarines.

THE NEW POLICY OF THE ANTI-SALOON LEAGUE

"TO FIGHT THE DEMON RUM on two fronts—that of force and that of persuasion, each having a general with full authority and ample financial resources, but independent of each other—is to be the new policy of the Anti-Saloon League of America." This statement, carried by a Washington dispatch during the League's recent convention at the capital, is of special interest because the "bone-dry" forces of the United States are said to be "out for blood" in this year's Presidential campaign, which they look forward to, we are told, as possibly the greatest crisis in the Prohibition movement since the Eighteenth Amendment was enacted. The two commanders in the common cause are the Rev. Dr. F. Scott McBride, who was reelected to the office of General Superintendent by the narrow margin of three or four votes, and Ernest H. Cherrington, rival candidate for the same office, for whom defeat was tempered by the creation of a new department of education and propaganda, of which he was made the head. After the voting, spokesmen for the League informed the correspondents, all rivalries were forgotten and the two factions agreed to get together behind the slogan: "A Dry President in 1928."


Acme photograph

Keystone View photograph

THE NEW LEAGUE DUUMVIRATE

The Rev. Dr. F. Scott McBride (at the reader's left), General Superintendent of the Anti-Saloon League, and Ernest H. Cherrington, who has just been made head of the League's department of education and propaganda.

This double command and double policy, we gather from the Washington correspondents, represents a compromise, and came about when the supporters of Mr. Cherrington failed in their efforts to put him in the saddle and to scrap the old policy of applying pressure to legislators and executives, which was identified with the leadership of the late Wayne B. Wheeler, and to replace it with a new program of propaganda. Consequently Mr. Cherrington's policy is to supplement rather than replace the League's established policy, of which Dr. McBride is the present champion. The result, remarks the Philadelphia *Evening Public Ledger*, is a matter of "much social, psychological, and political significance."

A $10,000,000 fund is being raised by the League to meet the expenses of Dr. Cherrington's department for the next five years, the correspondents tell us. Dr. Cherrington, who is described as "smiling, ruddy-faced, clean-shaven, blue-eyed, brown-haired, and six feet tall," regards the Eighteenth Amendment as "the greatest experiment in social welfare in modern times," and "the beginning, not the end, of the movement against alcoholism." He believes that Prohibition, to succeed, must have behind it "a convinced public sentiment." In the New York *Times* he is quoted as saying:

> "It is not enough to demand that people obey the law simply because it is a law. The future of Prohibition is in the hands of the next generation. And the next generation must be made to know the *raison d'être* of Prohibition.
>
> "It is well to write Prohibition into the statute books of the States and into the fundamental law and statutes of the Republic, but abolition of beverage alcohol will be hastened if we can continue to write temperance instruction into the text-books of schools and colleges, and to get before college faculties and students the inexorable truths about the evils of liquor use and the liquor traffic.
>
> "My appeal to the temperance hosts of America is that they shall not at this stage be merely politicians, that they shall not confine their attention to the superficial phases of the problem, but that they shall deal with the vital issues involved. If this be done, the future is radiant with promise that the Eighteenth Amendment will stand and that the great principle which the Prohibition Law is intended to express will continue as a sound policy of free government."

When asked by the *Times* correspondent if he was convinced of the complete righteousness of the Volstead Law, he said:

> "There are few, if any, laws that could not be improved upon, and laws by which great reforms involving fundamental changes, are to be made effective, must inevitably be worked out gradually as a matter of evolution. That is true of all the great evils outlawed in the past 150 years of American history—piracy, the slave trade, dueling, the public lottery, domestic slavery, polygamy, and sale of narcotics."

"Prohibition," he told the *Christian Science Monitor's* correspondent, "will not be settled by the next election, but by the next generation." A vivid and sympathetic portrayal of the man himself is given us by W. A. S. Douglas in the Baltimore *Sun*

> "Mr. Cherrington would let the present old and middle-aged violators, who can not seem to forget the saloon and the things it sold, just continue drinking.
>
> "He would not bother these afflicted souls very much, nor pester them as they have been pestered. He holds that they have not got so long to live, after all, and their peccadilloes are not much of a hindrance. He seeks to concentrate on the youngsters, those growing, beginning to grow, and as yet unborn.
>
> "He has a rather unanswerable argument for those who would scoff at publicity. This medium, he replies, put over Prohibition, and he points to the huge publishing plant he has been running in Westerville, Ohio, since the dry move got under powerful way a decade and a half ago. There, he declares, is what brought about the dry law, and there, he adds, is what will educate the new generations to law observance as it educated the majority of their forebears into permitting the Eighteenth Amendment.
>
> "Mr. Cherrington calls his two pet organizations—both of which he started off—his heaviest guns in his new war of persuasion. These are the Intercollegiate Prohibition Association and the World League Against Alcoholism. The first is already functioning among the schools and universities of the nation, carrying paid speakers among the students themselves. Here he started his theory of 'Catch them young.'
>
> "The World League—traveling representative, Pussyfoot Johnson—functions now in thirty-five countries where the

CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. Does a bird sing or talk? (p. 21).
2. Are Jews opposed to teaching the Bible in the schools? (p. 29).
3. How is it proposed to abolish farcical insanity pleas in murder trials? (p. 30).
4. What is the "pacer" in English greyhound races? (p. 18).
5. What does Gandhi predict as to the result of British evacuation of India? (p. 19).
6. What is the most dangerous hour of the day to city dwellers? (p. 20).
7. What new policy has the Anti-Saloon League recently adopted? (p. 8).
8. What is word-blindness? (p. 59).
9. When "Lindy" landed in Mexico, how many miles had he flown since last May? (p. 37).
10. What proportion of women to men in the United States are writing novels? (p. 27).
11. Is an overweight person a poor insurance risk? (p. 22).
12. Do radio signals go round the world? (p. 21).
13. What chiefly influenced the House of Commons in rejecting the revised Prayer-Book of the Church of England? (p. 28).
14. Is the cost of Uncle Sam's new war-vessels "appropriated" or "authorized"? (p. 12).
15. What noted car manufacturer believes in reincarnation? (p. 44).
16. What American writers are best known in Germany? (p. 25).
17. What drastic change in sentencing convicted criminals does Governor Smith of New York suggest? (p. 30).
18. What kind of light penetrates fog deepest? (p. 22).
19. What famous bull-fighter presented his embroidered cloak to Colonel Lindbergh? (p. 42).
20. How much does America plan to raise toward rebuilding the Shakespeare Memorial Theater? (p. 26).
21. Is the purchase of natural grape-juice a "conspiracy" to defeat Prohibition? (p. 14).
22. What substances are most frequently used in anti-freezing mixtures? (p. 49).
23. How do sun-spots affect radio transmission? (p. 23).
24. What difficulties are being discust in the proposed "no-war" treaty? (p. 10).
25. How many European nations have returned to the gold standard? (p. 11).

> methods in use for bringing about prohibitory laws are practically the same as those used by the League when building up its work in this country.
>
> "Above all things, Mr. Cherrington stands for 'hands off the Government's business.' Here is where he splits with Dr. McBride and where he differed with the late Wayne B. Wheeler. He holds that the law is passed and is a settled matter—as does Dr. McBride. But he goes further and believes that the League has made itself undeservedly unpopular and that progress has been retarded by interference in and dictation to the Federal Government in its plans for enforcement.
>
> "Mr. Cherrington entered the service of the drys in 1902. Previous to that he had been a newspaper reporter. He worked up through the stages of district and assistant superintendent."

The Rev. Dr. F. Scott McBride, on the other hand, is described as a proponent of the "iron fist" in the Prohibition fight. According to a Washington correspondent of the New York *Evening Post* he is "dynamic, raw-boned, gaunt, clean-shaven, six feet tall, with a full head of unruly black hair." His most mportant activities, we are told, are those of official "contact man" between the League, Congress, and the departments harged with the enforcement of Prohibition, "the job so admirably filled by the late Wayne B. Wheeler." The same correspondent quotes him as saying:

> "The program of the League for the next biennium will include (first) keeping Congress dry in order that there may be whatever legislation needed to make enforcement possible and (second) to secure such appropriations as are needed to put the laws into execution.
>
> "One hundred million dollars a year would not be too much to spend of the $6,500,000,000 that Roger Babson says Prohibition is saving our country each year if it were needed to make the laws effective. After giving the Administration every needed aid that can come from a dry Congress, our purpose will be to hold the Administration responsible for results. In order to get the States to do their part of the enforcement work, the League will stress the organization and mobilization of public sentiment for the purpose of putting into office those who will keep the oath they take to support the Constitution of the United States and the laws enacted to make it effective."

Another important decision of the League at its last convention was to move its headquarters and executive offices from Westerville, Ohio, where it was born, to Washington, D. C. This of course means a strategic position for Dr. McBride, whose chief concern is with the legislative end of the League's activities. He told the correspondents, however, that "if the State superintendents take good care of their duties in their bailiwicks in the matter of seeing to it that dry men came to Congress, the work here amounts to nothing more than a watch to see that promises are kept." "In other words," he concluded, "it's back in the fields and the villages and the cities of each of the forty-eight States that the foundation of this thing started, and if it is watched there, the foundation will never weaken."

While many papers recall the League's early devotion to education in the cause of temperance, and welcome the return to an old and tried weapon, others see in the change of policy a confession of failure. The Chicago *Evening Post*, speaking for the Shaffer group of papers, which are friendly toward Prohibition, comments as follows:

> "Whatever there is to be said for the League's former political activity, and in spite of many mistakes there is much to be said for it, the fact remains that the greater need to-day is for educational effort. People are forgetting the evils of the saloon era in the hullabaloo over the much-exaggerated evils of Prohibition, and a generation is growing up to which the saloon is wholly unknown. It is comparatively easy to persuade the youth of to-day that the lawless manifestations of the suppresst liquor traffic are new and horrifying phenomena for which no parallel exists in our history. That, of course, is nonsense, as anybody who knew the traffic in its days of license must admit. It was always lawless, and the fruit of it was always bad.
>
> "Our observation is that things are vastly better than they were in the era when the traffic was legalized. We do not care about statistics. Both sides use them, and figures can be arranged to tell almost any sort of story. We rely on what we see and what we hear, and the testimony of our senses is that drinking steadily declines, and that the burden of wretchedness which the saloon loaded upon the shoulders of the nation grows steadily less.
>
> "The League is wise in turning again to education, and to appeal to the ethical motive in life. It will revitalize a waning confidence in its leadership and increase its usefulness to the cause of human welfare by this course."

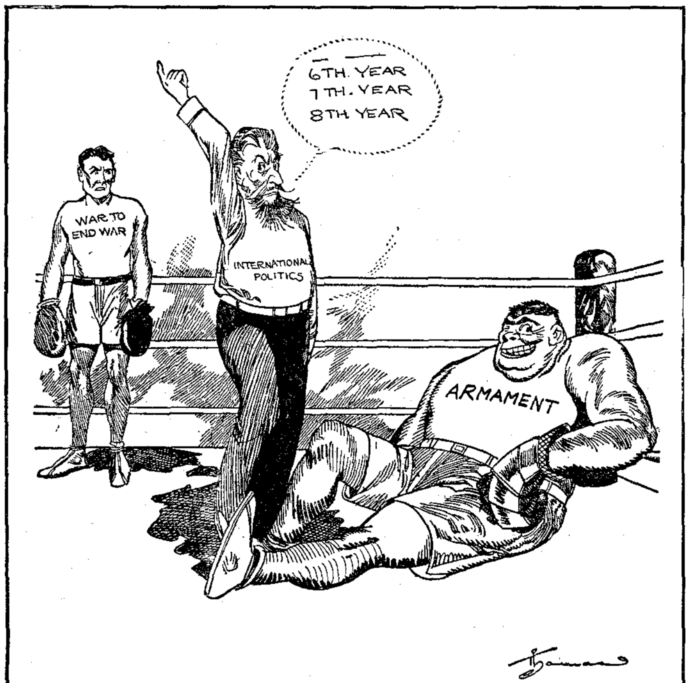
On the other hand, the New York *American*, one of Mr. Hearst's chain of dailies, interprets the Anti-Saloon League's new policy as a confession that Prohibition is a failure. Says *The American:*

> "The very admission that education in temperance is necessary, after its abandonment when the experiment in compulsion was begun, is a confession that Prohibition has failed.
>
> "This truth has been seen and admitted by others. Its belated admission by the architects of Prohibition alters no fact. It merely advertises their proneness to error.
>
> "It makes clear that as leaders toward temperance, they are unsuccessful. Under their blind leadership temperance was betrayed into the ditch. True friends of temperance would be foolish, indeed, to return the cause to a leadership so unreliable."

HIDDEN JOKERS IN THE "NO-WAR" PACT

THE PLAN FOR A "NO-WAR" TREATY between France and America, say certain critics in both countries, is like the decision of the mice to put a bell on the cat. It is a fine idea, but there are difficulties. The nearer the political leaders come to the problem, the harder it looks, so that at least one American editor is beginning to think it "beyond the compass of the human brain" to draw up a treaty that will meet all the objections and yet be effective. On the other hand, ardent peace advocates, including Senator Borah, have such faith in the project that they want to extend it to other nations.

When Aristide Briand, the French Foreign Minister, made the original suggestion last April, he hinted at an absolute pledge of each Government not to make war on the other. In a modified way, President Coolidge accepted the idea, and in the course of time Mr. Kellogg, Secretary of State, sent a preliminary draft of such a treaty to the French Government for approval. This approval, with slight modifications, the dispatches tell us, was given on December 20 through Paul Claudel, the French Ambassador at Washington. So far, so good.



SPEAKING OF LONG COUNTS

—Thomas in the Detroit *News*.

We already have the Root-Jusserand arbitration treaty with France, which will have to be renewed on February 27. This subject, as the Washington correspondents relate, brought Secretary Kellogg on December 21 into conference with the Senate Committee on Foreign Relations, of which Senator Borah is chairman. Mr. Borah, we are told, supported the idea of welding both antiwar pacts into one, and also urged that the Briand plan be extended to include Great Britain, Germany, Japan, and Italy, with the United States taking the initiative.

Opposition to just such a movement, however, has been exprest by Jules Sauerwein, foreign editor of the Paris *Matin*, in a special cable to the New York *Times*, in which he says of the proposed series of treaties:

> "It would be equivalent to proclaiming the disinterestedness of the United States in any European conflict, and that Europe, with all its dissensions, would be limited to its own forces to restrain war. The result might be that the League of Nations would see its work entirely sterile, no matter what agreements for security and disarmament it might effect.
>
> "How, for example, can we prevent Germany from making a treaty with the United States barring war under any conditions, if France does not in her treaty make proper reservations and if the United States does not accept them? France is perfectl aware that such a reservation would work against herself, bu she would rather risk the hostility of America in case she wer declared the aggressor in a European conflict than see Americ declare that in no case would the United States make war agains a nation which might attack France."

More and more statesmen in Europe, declares Mr. Sauerwei are discovering that their efforts for security are made futil by the absence of the United States from the League of Nation To this and other points Senator Borah replies:

> "It is far more important that such a treaty be made b France with the other European governments than with th United States, and yet I should want to see the United State cooperate. The distinguished French publicist is of the opinio that it would conflict with France's obligations under the Leagu and, perhaps, weaken the League. I can not imagine anythin which would have a greater tendency to strengthen the Leagu and to enable the League to function than to have this kind of treaty executed between the leading governments of the world.

The idea of making an absolute "no-war" pledge to Franc or any other nation is regarded doubtfully by the New Yor *Herald Tribune*, which says:

> "Many political leaders in Washington believe that the constitutional power to declare war vested in Congress could not b thus annulled by treaty. The French Government is also wakin up to the fact that such a treaty would greatly impair Frenc prestige as a supporter of the League of Nations. If individua members of the League agreed not to go to war with other members or outsiders, then the whole theory of ending war throug united coercion of aggressor nations would fall to the ground.
>
> "Any no-war compact would have to be hedged about wit carefully considered reservations. It would be a very difficu task to graft the vague Briand proposals on the practical an definite guaranties of the Root and Bryan peace maintenanc treaties. The arbitration convention ought to be renewed. Ho much farther either this country or France could go is a goo deal of a puzzle—even to those who most heartily acclaimed th French Foreign Minister's original program."

Before the "innocent looking negotiations between Washingto and Paris have been completed," remarks Edwin L. James Paris correspondent of the New York *Times*, we shall all have th fact brought home to us that we are by no means so isolated a we imagine, and that "now, more than ever before, every nation's business is the business of all nations." Along the sam line the Boston *Globe* says:

> "The situation on this somewhat disheveled planet is to-da briefly as follows: the civilized nations are so dependent on o another for economic support—that is, markets, raw material food supply, and finance—that they form already in fact World State. But this fact in economics is not a fact in politics Government lags behind industry. Industrially the world i rapidly becoming a unit. Governmentally it is still split up into tiny subdivisions which do not work together. As soon a government becomes coextensive with our world-wide economic system, we shall have world peace: not sooner."

That we are headed for the horns of a dilemma is the opinion of the New York *World*. If we make a "no-war" treaty with France alone, it says, we shall "find ourselves regarded in Europe as especially allied with France," whereas if we extend such treaties to all the important European nations, we shall be creating "a sort of European Monroe Doctrine," with the United States agreeing "never to intervene in a European conflict." To quote *The World* further:

> "The Briand proposal has received the support of an able and conscientious group of Americans who see in it a step toward the assurance of continued peace. It may be that; but in our own judgment it is more likely to have consequences which are now unforeseen by those who advocate it."

The Philadelphia *Inquirer* sweeps aside most of these objections, however, and declares: "Critics may say that this proposed treaty is only a gesture. But it is a gesture in behalf of peace."

ITALY NOW ON A GOLD BASIS

THE MOST HEARTENING NEWS that has come out of Italy in a long time, it is generally agreed among the newspapers of this country, is the announcement t her currency has been stabilized on a gold basis at nineteen to the dollar. When American tourists set out for ly, they may rest assured that when they arrive, a lira be worth 5.31 cents. Thus the prevalent uncertainty is oved, and a new money basis is afforded on which to adjust relationship of wages, profits, and interest rates. More n that, observes the Philadelphia *Record*, another important has been taken in the economic rehabilitation of Europe. course, adds this paper, "American and British banks, co- rating with banks of continental Europe and Japan, have de the stabilization decree possible by placing emergency dits [amounting to $125,000,000] at the disposal of Italy. t they would not have felt justified in doing this had it not n for the vision and courage of the Italian Government."

n the opinion of Carrol Binder, Rome correspondent of the icago *Daily News*, the decision to stabilize the lira on a gold is constitutes a great personal victory for Premier Mussolini, o began a campaign for the revaluation of the lira more than ear ago. In his recent announcement, the Premier said:

> 'The decision to return to a gold basis is useful and inevitable. has the exceptional result of closing a period, which has now ted ten years, of continual fluctuations of exchange; and it ces Italy among the nations which have returned to the gold ndard.
>
> 'The Cabinet Council is profoundly convinced that our de- on to-day will have a beneficial and deep influence on the ustrial and agricultural development of the country, giving all atives and all healthy enterprises a feeling of trust and urity in the future."

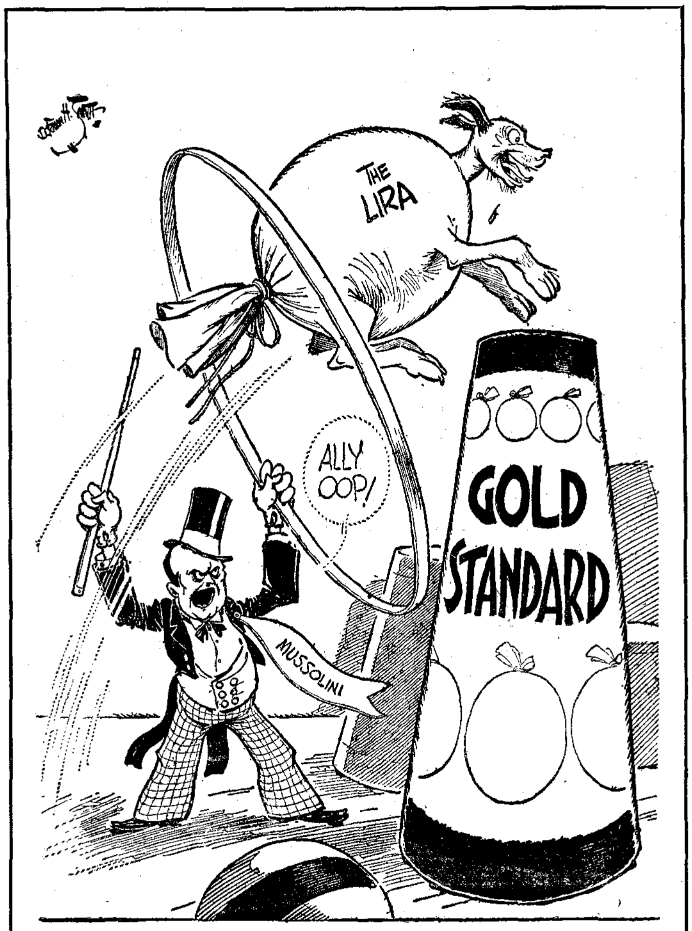
'With the credit of the Italian Government on a firm founda- n," predicts the Philadelphia *Inquirer*, "commerce and in- stry will be assured of conditions favorable to steady progress." , to quote the Newark *News:* "Italy now knows where she nds." In the opinion of the Springfield *Union:*

> 'The principal benefit likely to accrue from this return to the d standard on a revalued lira is the inspiration of confidence hin Italy itself. The deflation involved in the successive aluation operations has not been borne easily by the Italians. ges have been reduced and uncertain, the profits from indus- have been difficult to estimate and subject to damaging nge, and during the whole period of revaluation industry in y, badly in need of impetus, has been virtually at a standstill. stabilization of the lira at least promises to Italian industry t stability has arrived."

rom an economic status that appeared chaotic immediately er the war, notes the Boston *Post*, Italy "has forged ahead a truly remarkable way." As we read in the Baltimore *Sun:*

> 'When the lira, normally worth nearly twenty cents, went to t in the war period, in company with most other European ney, the investor class of the nation found a large part of its alth dissipated and the workers were temporarily embarrassed. the other hand, the depreciated lira had the effect of momen- lly stimulating industry, particularly that engaged in the ort trade, and the workers gradually achieved measurable ustment in wage scales to the real value of the monetary unit.
>
> 'After the Fascist régime was established, the financial ad- ers of Signor Mussolini judged that no action toward reestab- ment of a standard value for the lira could restore the dis- ssest investor class, while it might easily upset the industrialists d through them the workers. Hence, for several years no ous effort was made to put the currency on a fixt basis.
>
> 'About a year ago, however, Signor Mussolini began a cam- gn to advance the value. The consequences were not entirely ppy. Industry soon began to feel the effects in its export de and in its pay-rolls. On the other hand, prices did not cend in conformity with the increase in the value of money. due time the Government checked its more vigorous efforts d settled to a policy of stabilizing the lira at a figure around e cents. It is now decided to make the stabilized lira permanent d put behind it the gold guaranty."

Italy's return to the gold standard, we are told, was made possible, after a year and a half of trying vicissitudes for commerce and industry, by a credit of $125,000,000, arranged in London by Finance Minister Volpi. This, believes the New York *Herald Tribune*, has brought the entire continent of Europe appreciably nearer the day when each nation will be back on a sound money basis. Delving into the financial history of the last six years, *The Herald Tribune* finds that—



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STILL THE CHAMPION RINGMASTER

—Smith in the New York *American*.

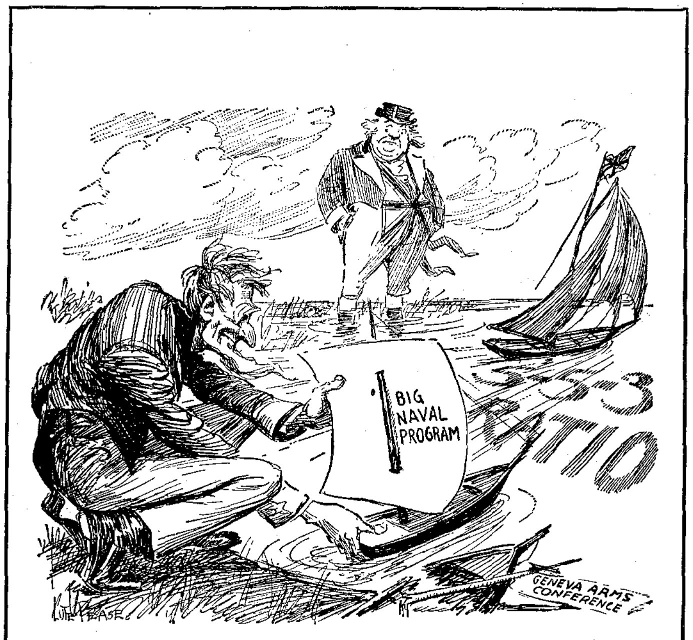
> "Lithuania, Russia, and Latvia were the first to bring their monetary units back into relationship with the gold standard currencies, taking action in 1922. Their lead was followed in 1923 by Austria and Germany, in 1924 by Sweden and Esthonia, in 1925 by Great Britain, Holland, Hungary, the Free Port of Danzig, and Albania; in 1926 by Finland, Czechoslovakia, and Belgium, and this year by Denmark, Bulgaria, Poland, and, now, Italy. The countries that have failed to date to take such a step are Norway, Spain, France, Jugoslavia, Portugal, Greece, Roumania, and Turkey. Switzerland is to all intents and purposes on a gold basis; France has *de facto* stabilization and is unquestionably in a position to legalize the latter at will; while Norway is heading rapidly back to the gold standard."

There seems, however, to be at least one American newspaper which takes the Mussolini announcement with the proverbial grain of salt. This daily is the Columbus *Dispatch*, and it says:

> "It is taken for granted by many Americans that Italy has been pulled out of the mire of virtual bankruptcy by Mussolini, and has has her feet set in the pathway of general prosperity and fiscal sanity. One must bear in mind, however, the nature of the evidence on which such an opinion is based. It has been a long while, now, since any Italian in Italy who holds a different opinion could get that opinion into print, or express it orally before a gathering of his fellow countrymen.
>
> "Fascism in power permits laudation of its acts and alleged achievements, but no criticism. To take Fascist assertions at their face value under such circumstances is hardly warranted."

FOR A HUGE FLEET—STEEL OR PAPER?

ONE OF THE FAVORITE INDOOR SPORTS of the Navy's General Board, remarks the Norfolk *Virginian-Pilot*, "is to build paper fleets and urge Congress to approve them." That, in fact, is what Secretary Wilbur is charged with attempting in submitting to the House of Representatives the largest peace-time building program in the history of the country. Fortunately for the taxpayer, remarks more than one editorial writer, Congress is not asked to appropriate the $725,000,000 required for the construction of the seventy-one war-vessels in the Navy bill; it is merely requested to "authorize" them. And since the naval program is still to be acted upon by the House and Senate, and contains a clause permitting the President to suspend building in the event of an international conference on disarmament, the New York *World* looks upon the proposed new ships as paper ships. Influential members of the Senate, on the other hand, predict that the program will be carried out. "And," observes the Newark *News*, "this is what the taxpayer should keep in mind."



A PAPER SAIL

—Pease in the Newark *News*.

The Wilbur program, which is said to have received the approval of President Coolidge, calls for the construction of twenty-five light cruisers, nine destroyers, thirty-two submarines, and five aircraft carriers. The reaction to the announcement of the Administration's naval plans, not only in the press of this country, but in the chancelleries of Europe, has been striking and immediate. "Why the rush to build war-ships?" asks the Detroit *News*. "What navy menaces ours to such an extent that seventy-one cruisers and other war-vessels are necessary? Are we, in this age of aviation, to commit ourselves to build ships which may be obsolete before the first keel is laid?" Furthermore, asks this paper:

> "Is the building of these vessels a fitting response to the gesture of friendliness made by Britain when she eliminated two of three cruisers from her construction program for the current year? The suggestion is made that the program may be intended only as a form of moral suasion, with special reference to England, following the debacle at Geneva. Does experience show that this kind of suasion has ever been effective, or has it invariably been accepted as a challenge, marking the beginning of a new naval building race more costly than any predecessor?"

"This is an imposing program for one of the world's stoutest proponents of disarmament and peace," thinks the Hartford *Times*, while London and Tokyo dailies hint at the attempt of the United States to bring pressure to bear on certain Powers, with the object of holding another international conference. The feeling of the British Government is seen in King George's speech to Parliament, definitely stating that Great Britain has no intention of embarking upon an increase in its naval building program, and referred to the break-up of the Geneva conference as a "temporary failure." Besides, it is pointed out, we are already equal to the British Navy in capital ship tonnage, and we are decidedly superior in destroyers. Would not the building of these seventy-one ships usher in a new era of competition that would be costly for our taxpayers and dangerous to our national peace? more than one editor asks. A new American policy of expansion, the Newark *News* fears, would not eliminate friction that already exists with Great Britain. In the op of the Birmingham *Age-Herald:*

> "The launching of this naval building program is boun have a trebly unwholesome reaction. First of all, it means the nation must come to measure adequacy of defense with standards. In the second place, it is an unvarnished chall to England, instead of being an appreciative recognitio the powerful factors molding public opinion in Great Br toward an unmistakable rebuke of the navalists who sma the Geneva conference. F ly, it is an incentive to nations of the world, wrest with the problem of substi ing reduced armaments peaceful measures for the p ent system of arbitrary fo to enter into a feverish con tition such as that which m the horror of 1914 inevitab

"Was there ever a time w the United States neede mighty expansion of its n forces less than it does day?" asks the Roche *Democrat and Chronicle*. A it goes on, "whom would be building against, exc the English-speaking Comm wealth of Nations which collectively and individu our best friends and big customers?" According W. W. Jermane, Washing correspondent of the Sea *Times:*

> "The government of Japan is much disturbed over wha going on. It is heavily in debt, its people are poor and hard pr economically, and it does not want to enter into any sh building competition with either the United States or Gr Britain."

As the Nashville *Tennessean* reviews the entire situation:

> "There has been transmitted to Congress by Secretary Wil with the approval of the President, the recommendations of General Board of the Navy, for the largest peace-time n building program in the history of the United States. It less than a year ago that President Coolidge successf defended the taxpayers against a program for an enlarged Na that was nothing like as ambitious or as costly as that n proposed.
>
> "Now, what developments have changed the situati Why should we embark upon the most ambitious peace-time na program ever known? Since the President's plea of a year a the Geneva conference has been held and resulted in fail Great Britain and the United States were unable to agree upon extension of the ratio fixt at the Washington Conference for ma craft to embrace cruisers and certain auxiliary ships. the President has been repeatedly quoted since the failure that conference as believing that it afforded no reason whate for a startling change in plans and the embarking upon a h building program.
>
> "One searches the world horizon in vain for any sign of in which the United States might be involved and that wo require in its own defense the use of a huge navy. There is a cloud upon the horizon, nothing to give us concern or to ca us to abandon our traditional policy of refusing to be a party competitive armaments. There is not a rift in our relations w any single Power that could challenge our supremacy on the s with our present naval armaments.
>
> "There are, besides the United States, only two great na Powers in the world. They are Great Britain and Jap Our relations with both countries have never been better t they are at this time. The Japanese delegates to the Gen

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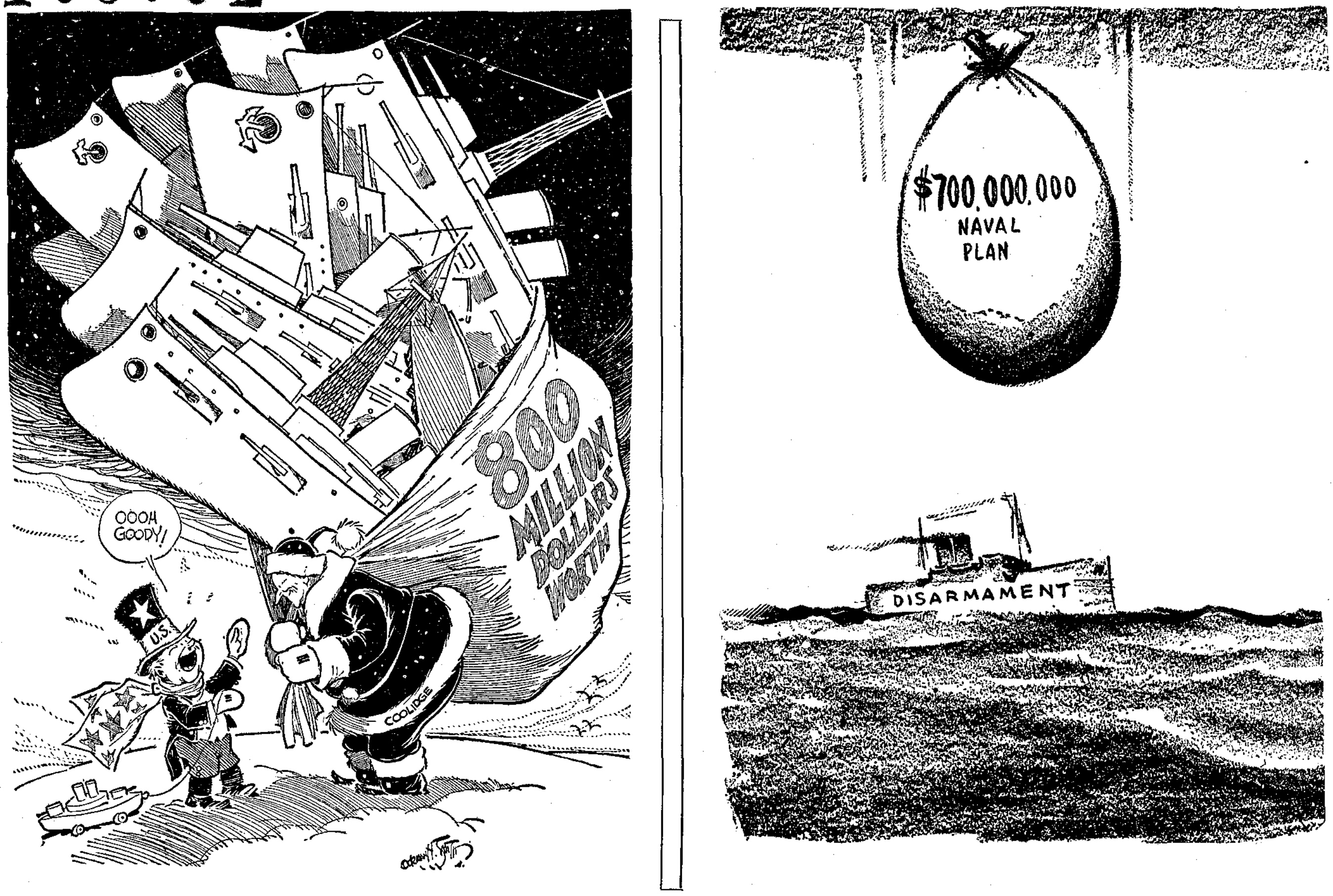

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ONE REAL PRESENT

—Smith in the New York *American.*

ANOTHER BOMBING ATTACK

—Fitzpatrick in the St. Louis *Post-Dispatch.*

OPPOSITE VIEWS OF THE BIG NAVY PLAN

conference exhausted every effort in an attempt to reach an accord that would have effectually limited naval armaments.

"Of course, the United States needs and must have, with its increasing world commerce and its far-flung possessions, a moderate navy, one adequate for its own protection. No one can seriously question that fact. But it does not need now the largest peace-time naval program in its history."

Another severe critic of the new naval program is the Baltimore *Sun*. Recalling the provision in it that would empower the President to suspend construction in the event of an international conference, this paper declares:

"If Mr. Coolidge does not mean to start the nation upon a huge program of naval expansion, he is bluffing in a manner that is at once derogatory to the dignity of the American people and evil in its world influence. If, on the other hand, Mr. Coolidge actually means to start this nation upon the greatest program of naval expansion ever contemplated, save on the very eve of the World War, he, at one stroke, gives the lie to his own statements of naval conditions and policies repeatedly preached to the American people, and undertakes to make this nation the pacemaker in a mad race of armaments—a mad race started before America, most fortunate of all nations involved in the World War, has paid the half of its war debt.

"One year ago, President Coolidge in his message to Congress said: 'When it is considered that no navy in the world, with one exception, approaches ours and none surpasses it, it can not be said that our nation is neglecting its national defense.'

"To-day, President Coolidge proposes to build, in addition to our ten cruisers of 7,500 tons which are completed, and our eight cruisers of 10,000 tons for which initial appropriations have been made, no less than twenty-five cruisers of 10,000 tons each. And while the Navy Department has not made clear to the public the period in which these twenty-five great war-ships are to be constructed, inquirers are given to understand that they will be started at the rate of five a year during the next five years.

"If the Coolidge program is carried out, we shall have 405,000 tons of great cruisers. What does this figure signify? It signifies nothing less than an open race for supremacy with Great Britain. She has now 358,420 tons of cruisers—built, building, and appropriated for. If the Coolidge plan is carried out, Great Britain will be outclassed in tonnage. That is not all. Execution of the Coolidge plan would give us far superior battle power in cruisers. No less than 194,000 tons of the British cruiser strength is divided into forty boats, giving an average of less than 5,000 tons per boat. All of our strength would be in great 10,000-ton ships, save only ten cruisers of 7,500 tons. In offensive power in battle, our fleet would far outclass the British.

"How does President Coolidge reconcile proposals that would have this effect with his solemn declaration to Congress one year ago that our Navy was surpassed by none, and equaled only by one? How does he reconcile an obvious challenge to Britain—the fact of the proposed race is virtually admitted in naval circles—with his statement of only a few days ago that we should build only to satisfy our own needs and without regard to other nations' fleets? How does he reconcile the greatest building program of peace times with the fact of the entire absence of threat to America from any naval Power? How does he reconcile the proposal of the greatest armament of peace time with his own declarations in favor of disarmament, and his own preaching of disarmament to the nations of Europe?

"And, reaching a lower level, how does Mr. Coolidge propose to cover the expenditure of three-quarters of a billion dollars in five years on additional naval armament? True, the next President must find the money, but the responsibility is Mr. Coolidge's. Are funds for necessary domestic enterprises—for example, flood relief—to be curtailed that we may build in time of peace the greatest navy the world has ever known, or does Mr. Coolidge propose that his successor shall levy new taxes?"

On the other hand, declares the Cincinnati *Enquirer*, "Congress and the American people are back of the President in the sensible and patriotic position he has taken with regard to an adequate naval building program." It is the belief of many, explains the New York *Evening World*, that, so long as the world is as it is, "we can not justify a smaller program because of the

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obligations of defense resting upon us." We are wofully behind our treaty rights, points out the St. Louis *Star*. "It is unthinkable that Great Britain and the United States should go to war, and that Japan should risk commercial ruin by fighting America, her best customer," observes this paper, "but the fact remains that both are outbuilding Uncle Sam." As the Springfield *Union* remarks:

> "If the program is approved by Congress and the construction of the authorized vessels immediately begun, the United States will not have achieved a naval strength superior to the other Powers, but will merely have brought its Navy closer to parity with that of Great Britain and to the proper ratio with that of Japan. The construction of twenty-five cruisers will leave the United States still behind Great Britain in this department. The construction of nine destroyer leaders will give us vessels of a type that we do not now possess, altho the other Powers are well equipped. More aircraft carriers and submarines will give the United States merely the strength in these departments to which it is by treaty entitled.
>
> "Had parity by disarmament been accomplished at the Geneva conference last summer, the present program would not have been necessary. In view of the failure to achieve parity by one method, the United States can do nothing else than achieve it by another."

Such a Navy, thinks the Washington *News* and other Scripps-Howard newspapers, would be "an investment in peace; good insurance on a country worth more than $400,000,000,000 and on foreign interests worth $50,000,000,000 more." "The Navy is a police force—and we must have a good one," is the way the Cleveland *Plain Dealer* puts it, and the Chicago *Tribune* recalls:

> "We were caught unprepared in 1915 and 1916; we ought never to be so taken unaware again. Our right of trade and commerce is not to be interrupted again, as it was, not by Germany alone, but by England as well.
>
> "In its discussion of its favorite topic of protecting its rights upon the seas, England forgets to mention that before the American entry into the war, British vessels were denying us our rights upon the seas."

This point is also dwelt upon by the New York *World:*

> "Experience during the war showed that neutral rights are difficult to protect effectively. To some degree they were protected while the United States was still a neutral, because the United States was such a powerful neutral. But when the United States entered the war neutral rights were virtually abolished. It is due to a realization of these facts that many Americans believe it is necessary for this country to maintain a navy substantially equal to Great Britain's—not as an instrument of war, but because they believe that the United States may be neutral in another European war which may find Britain a belligerent, and they are convinced that in the question of enforcing a blockade, the British Admiralty is bound to listen more respectfully to the protests of a neutral with a substantial fleet."

In the opinion of the Raleigh *News and Observer*, which is published by ex-Secretary of the Navy Daniels:

> "Since the Geneva conference ended in failure, the United States therefore must choose one of two alternatives: (1) To officially recognize Britain's right to supremacy on the seas and to take second place in responsibility and strength, or (2) to build enough new ships to secure equality. The Coolidge Administration decided to take the latter horn of the dilemma."

"The President and Congress have seen through the fog of propaganda which maintains that the United States does not need naval protection as much as Great Britain does," asserts the New York *American* and other Hearst papers. As the Washington *Post* declares in no uncertain terms:

> "The duty of 'providing and maintaining a Navy' rests upon Congress. It should go ahead and do its duty. It should not make the size of the United States Navy dependent upon the shifty and treacherous maneuvers of foreign governments.
>
> "The public is tired of 'disarmament' humbug. What it wants is a navy sufficient to protect the republic."

MAKING PROHIBITION SAFE FOR GRAPE-JUICE

A NEAT PROBLEM in Prohibition enforcement is put up to the Government by the recent action of an Indianapolis jury in acquitting four men accused of conspiracy to violate the Prohibition Law. All the defendants in the case, say dispatches from the Indiana city, were officers or salesmen of companies manufacturing and shipping unfermented grape-juice. According to the Indianapolis *Star*, the Government attempted to show that the companies and their salesmen, while they had not actually violated the law in selling the grape-juice, had entered into a conspiracy with the customers by selling them a beverage which would become intoxicating. Attorneys for the defendants shifted the responsibility of violation to the purchasers of the grape-juice.

Shipped in sealed barrels, the California product reached the consumer with practically no alcoholic content whatsoever. But it seems that the barrel of unfermented juice purchased by a stenographer in the office of the Deputy Prohibition Commissioner of Indiana, when placed in a room of normal temperature and exposed to the air, developed, after some twenty-eight days, an alcoholic content of approximately 12 per cent. Whereupon Deputy Commissioner Winkler issued orders for the arrest of the four men concerned.

As the Detroit *Free Press* understands the law, "in order to engage in a criminal conspiracy, people must combine to perform illegal acts." But, points out the Indianapolis *News:*

> "It is going pretty far to hold that there was anything like a conspiracy in the relation in this case between buyer and seller. Even tho the seller knew that what was wanted was wine, and the buyer meant to purchase wine, it seems far-fetched to see any conspiracy within the meaning of the law. From the beginning to the end of the transaction there was no illegal act."

It looks to the Brooklyn *Eagle* as if Indiana citizens will continue to purchase unfermented grape-juice, and leave it exposed to the air—at least, until the prosecutors "can get together a jury made of sterner stuff." And the Norfolk *Virginian-Pilot* sympathetically remarks:

> "There are those who do not regard this verdict as finally disposing of the question, but most of the authorities deduce from this decision that Prohibition has been made safe for the manufacture, marketing, and domiciling of the unfermented juice of the grape. What happens to this extract after it is domiciled, unstoppered, and allowed to work itself into a state of potency, may be a matter of supplementary inquisition, but that is rather to be doubted. It would be carrying Prohibition to extraordinary lengths to affirm that while one may purchase virgin grape-juice he is to be held responsible for any loss of chastity that the juice may suffer by reason of its being left to its own devices."

To Deputy Commissioner Winkler, however, this is a serious matter, for unfermented grape-juice is sold throughout the nation. In a statement made immediately following the trial, he is quoted as saying:

> "This verdict does not change the law one jot or tittle. It has no legal effect, and, so far as this department is concerned, no practical effect. Enforcement will go on as usual."

Furthermore, we are reminded by the St. Joseph *News-Press*, "the finding of a jury is not the equivalent of a court decision; they may have found merely that there was no conspiracy between buyer and seller." The Memphis *Commercial-Appeal* is convinced that—

> "Analysis of the Indianapolis verdict presents nothing to encourage the liquor advocates or to dishearten conservative Prohibitionists.
>
> "Moreover, if grape-juice manufacturers should attempt to interpret this verdict as license to traffic in potential intoxicants, it would be a very easy matter for Congress or State legislatures to stop them."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

An excellent time to win freedom by means of good behavior is before you go to jail.—*Publishers Syndicate.*

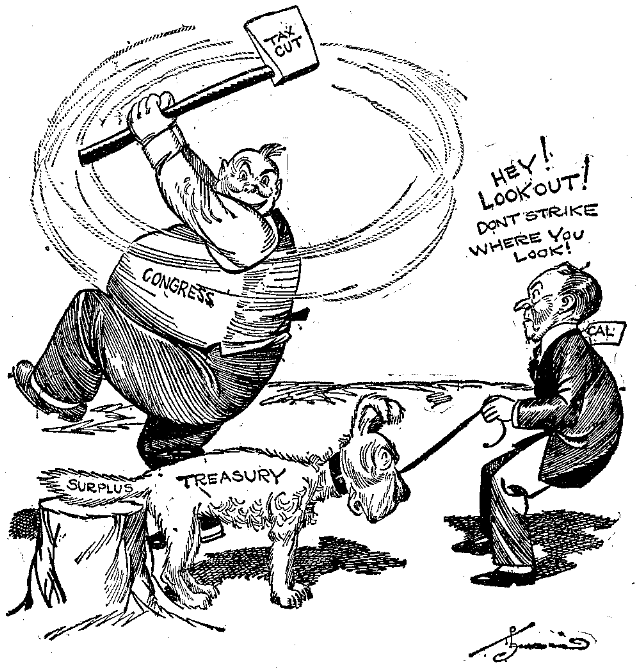
Another thing: You can learn by mail to speak good English, and that will astonish your friends.—*Manila Bulletin.*

You can't choose your ancestors, but that's fair enough. They probably wouldn't have chosen you.—*El Dorado Tribune.*

Honesty isn't the best policy. It isn't any kind of policy. It is a state of mind, or else it isn't honesty.—*Roanoke World News.*

If you think women better qualified than men to pick the best candidates, look what they marry.—*Memphis News-Scimitar.*

The superman of the future will be a gent who is just sane enough to do what he pleases, and not quite sane enough to get convicted for it.—*San Diego Union.*



IT'S NATURAL TO WORRY ABOUT THE DOG

—Thomas in the Detroit *News.*

Eliminating the middleman does not always make both ends meet.—*Christian Science Monitor.*

The man with the dual personality never gets the worst one hurt in a traffic accident. —*Arkansas Gazette.*

Singularly enough, the only thing that will put the blind pig out of business is the squeal.—*Detroit News.*

A better feeling between Mexico and the United States is in the air. Lindbergh put it there.—*Virginian-Pilot.*

One Mexican General escaped by changing the color of his hair and whiskers. It was dye or die for him.—*Dallas News.*

A certain Arkansas road is said to be "in good condition as a whole." Many a road is all right as a hole.—*Arkansas Gazette.*

A scientist says human intelligence is 450,000 years old, but doesn't state how soon it will begin to act its age.—*Detroit News.*

Sports make a nation hardy. You build up a lot of resistance sitting on a cold step of concrete.—*Bellingham Herald and Reveille.*

A stadium of 40,000 persons watching two dozen men at play presents a wonderful picture of the way our race takes its exercise.—*Boston Herald.*

Chicago Is Churchgoing Town.—*Head-line.* A considerable number of the churchgoers, we imagine, attend in the capacity of pall-bearers.—*Arkansas Gazette.*

It is announced that Kansas City will entertain the G. O. P. national convention. But we shouldn't be surprized if it turned out to be the other way around.—*San Diego Union.*

The Post-office Department advises that it is permissible to send sealed packages to New Zealand this year, but doesn't say what it is New Zealand has prohibited.—*Detroit News.*

Statistics show that there are 1,200,000 Smiths in the United States alone, and yet the comet that is now in the public eye had to be named after one Mr. Skjellerup.—*New York Evening Post.*

A noted radio authority says that we should make our loud-speakers more decorative. This remark will cause a lot of Congressmen to wonder if there's anything personal in it.—*San Diego Union.*

If this impeachment custom keeps up in Oklahoma the governorship will be an indeterminate term.—*Dallas News.*

Kings can no longer boss the works as they once could, but we could name a few queens who can.—*Milwaukee Leader.*

Don't worry about the next generation being soft. Look at the bond issues it will have to pay off.—*Waco News-Tribune.*

Considering the bills Congress passes, those never reported out of committee must be awful.—*Fond du Lac Commonwealth.*

The Navy recognizes no criticism as constructive except that which calls for the building of additional ships.—*Virginian-Pilot.*

That Columbia professor who says long legs indicate brains hasn't noticed what awful boners the stork pulls.—*El Paso Herald.*

Somehow, we can't help thinking of him as $anta Clau$.—*Dallas News.*

While Congress is in session, the log of the Ship of State shows a lot of rolling.—*Virginian-Pilot.*

Once more, Colonel Lindbergh, altho flying alone, has carried a whole nation with him.—*Christian Science Monitor.*

The short of the Navy program is that it is costing us $800,000,000 to stay out of the League of Nations.—*Dallas News.*

Flying is another of those things at which most of us would be content to start at the bottom—and stay there.—*Arkansas Gazette.*

Maybe Mrs. O'Leary's cow was another one of those creatures that was born fifty or sixty years ahead of her time.—*Detroit News.*

Nobody knows just what started Chicago's new gang war, but perhaps one side used a broad "a."—*Parkersburg (W. Va.) Sentinel.*

Faith may not effect many cures, but at least it would cure the habit nations have of arming against one another.—*Hartford Times.*

A Chicago man has invented a camera which magnifies 15,500 times. It should come in handy for taking campaign photographs.—*San Diego Union.*

"Friendly nations" sounds funny. Are men friendly when they discuss the kind of knives they will use on one another next time?—*Anaheim (Cal.) Plain Dealer.*

Now Congress confers a medal on Lindbergh. That young man really needs to get chesty if he is going to have room for all his decorations.—*Marshall County (Minn.) Banner.*

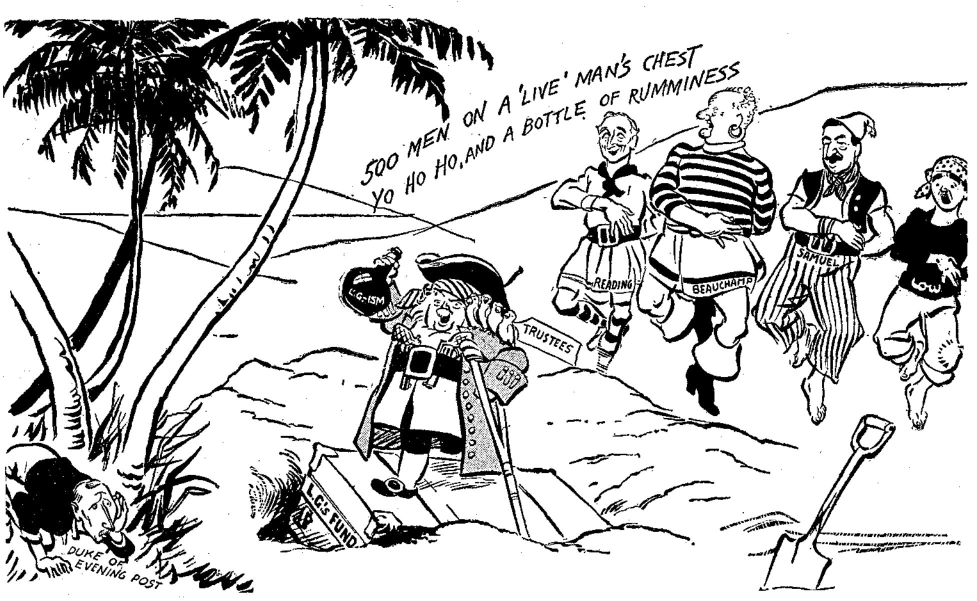
There is a movement in Chicago to outlaw prize-fighting. Probably Mayor Thompson has just discovered that the Marquis of Queensbury was a British subject.—*San Diego Union.*

Report comes from the Royal Horticultural Show in London of a new orchid that can not be seen by the naked eye. Usually it is the price, and not the orchid, however, that is out of sight.—*Christian Science Monitor.*

Another thing that reminds us that the Presidential campaign is close upon us is that three prominent statesmen whom we never heard of before have already been mentioned favorably for the Vice-Presidency.—*Ohio State Journal.*

FOREIGN - COMMENT

CLEARING THE MYSTERY OF THE LLOYD GEORGE FUND



"TREASURE ISLAND" —*The Evening Standard* (London).

THE "MALICE AND INNUENDO" of the campaign carried on by certain Conservative organs for some months against Mr. Lloyd George and the Liberal party angered Liberal British editors, who are now greatly rejoiced that the former Prime Minister has issued a statement telling all about the fund, how it was collected, and what had been done with it. As the London *Daily Chronicle* (Lib.) notes, it was darkly suggested in Conservative quarters that Mr. Lloyd George had a fund collected in some wicked way, peculiar to himself, and used it for novel and sinister purposes. With long patience he silently watched these calumnies accumulate, we are told, but, when certain ministers stooped to countenance them, he felt bound to speak, and this newspaper continues as follows:

"His statement is a plain one. While he was Prime Minister, the Government was a Coalition. Each of the two parties concerned in it had a Chief Whip, and each of the Whips made it part of his business, following the usual practise of the past hundred years, to accumulate a party fund. There was a Conservative fund and a National Liberal fund. They were collected in identical ways, and for the ordinary party purposes. The objects on which the National Liberal fund has been spent are detailed by Mr. Lloyd George; and there is no reason to suppose that the expenditure of the Conservative fund has been other than closely parallel. No departure from common precedent can be seen in Mr. Lloyd George's statement; unless it be that a considerable part of the National Liberal fund was skilfully and fortunately invested, so that its capital has been made to last longer than usual without outside replenishment.

"Further, the administration of the fund conformed to precedent. There was a Committee responsible for it, including Whips and ex-Whips of the party. When the National Liberal party became merged in a reunited Liberal party, the control and disposal of the fund became naturally a subject for negotiation and readjustment; and owing to the fact that reunion was in other respects for some years incomplete, the settlement of this matter remained incomplete also. It has now been cleared up to the satisfaction of the party, which is utilizing the fund for normal and legitimate ends."

In the course of the Lloyd George statement, as given to the press, he calls attention to the fact that it is not always realized that during the Coalition Government the Conservative party continued to maintain its own fund, and that when the Coalition was ended it retained whatever amounts were collected by their Whips during that period. On the subject of the distribution of titles, Mr. Lloyd George declares:

"As to the Honors Lists during my Premiership, they were prepared by the Chief Whips in the usual way. They were then submitted to the joint leaders of the Coalition, myself and Mr. Bonar Law, and afterward, Mr. Austen Chamberlain, who succeeded him.

"We sat together at a joint meeting to consider and settle those lists. Claims were urged purely on public grounds.

"For my own part, I had no information as to who among the persons put forward had or had not subscribed toward the party funds.

"It is of interest to recall a speech delivered by Mr. Austen Chamberlain in the House of Commons, during the debate on the Honors Lists, on July 17, 1922, in the course of which he said:

"'I would never recommend for an honor a man whom I did not think by his personal and his public conduct was fitted to receive that honor, and even if I were privy to the fact that he had made a contribution to the funds of the party to which I belong, that would be to my mind an additional claim if I knew, and I say so frankly, and I believe that would be the case with every Prime Minister or leader of a party who has preceded the present Prime Minister or myself.' In an earlier debate, Mr. Bonar Law spoke in very much the same sense.

"'Not one penny of the fund has ever been handled by me.'

"During the existence of the National Liberal party, up to and until after the General Election of 1923, it was administered by the Whips of the party without any reference to me.

"When the party was then dissolved its administration passed to a committee on which were three ex-Whips, namely: The Right Hon. C. A. McCurdy, K.C., Sir William Edge, J.P., and Maj. Gwilyn Lloyd George, who are still members of the Fund Committee. I was never even consulted, except on large questions of policy.

"Most of the fund, the amount of which has been fantastically exaggerated, is derived from the considerable appreciation of certain newspaper properties in which almost all of it, until recently, was invested."

The fact that these newspapers should have prospered, we read further in the Lloyd George statement, has naturally excited the envy of journals which are "floundering helplessly in the mud." The only part he played in the administration of the fund, he asserts, has been confined to the close attention he gave after he had left office to the management and direction of these journals and to their subsequent sale. We read then:

"As soon as the sale of these properties were finally completed two or three months ago, the proceeds were paid over to the account of a new and enlarged committee, of which Lord St. Davids is the chairman and, in addition to the three ex-Whips already mentioned, the following are members—Maj.-Gen. Sir Robert Hutchison, K.C.M.G., C.B., D.S.O., M.P. (Chief Whip of the Liberal party), and Sir Charles C. Barrie, K.B.E. The whole fund is being administered by that committee.

"The Committee will have exactly the same powers as the administrators of any similar fund and exactly the same degree of publicity will be accorded to its transactions."

As to the uses to which the fund has been put, Mr. Lloyd George declares specifically that up to the present it has been devoted to—

"(a) Contributing to the costs of the numerous General Elections fought since the war, up to and including the last.

"[It is impossible for men of small or moderate means to bear the heavy expenses of a Parliamentary candidature, and the party organizations in the constituencies are not always able to provide the sums needed for the election expenses. Headquarters funds are therefore indispensable, unless only rich men are to be chosen as candidates. A number of Conservative candidates are assisted at every election in exactly the same way.]

"(b) Searching inquiries into the conditions of the coal industry, and of agriculture here and abroad;

"(c) A thorough examination of the industrial conditions in this country and abroad;

"(d) A campaign for conveying to the electorate the results of these careful and systematic investigations on problems vital to the life of the nation;

"(e) The expenses of maintaining a bureau for inquiring into the grievances of the ex-Service men, and others who have written to me ever since I left office, by the scores of thousands."

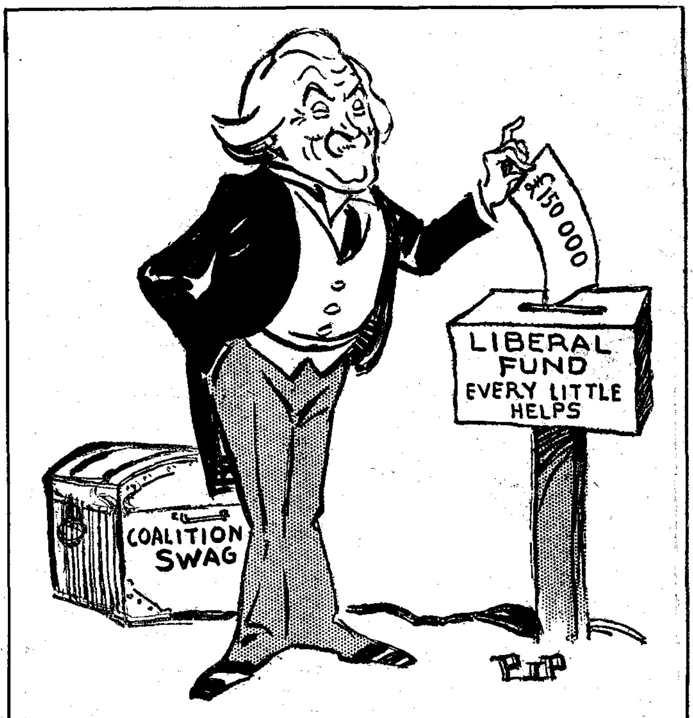
The statement goes on to relate that it is proposed that the remainder of the fund should be used for similar objects, and in the ensuing paragraph there is an indication of the deep personal resentment Britain's "War Prime Minister" has felt as the result of the campaign of certain newspapers against the Lloyd George Fund. Thus he says:

"Had it not been for the calumny, insidiously and privately spread by men and women of the baser sort, I would not have thought it necessary to add the assurance, which I do unequivocally, that not a penny of this fund have I ever touched for my private use.

"Since I left office I have worked hard as a journalist to earn my livelihood—I am pleased to say with some success.

"My articles have appeared in almost every great country in the world, and my emoluments from this source during these four years have been much greater than the aggregate of my salaries during seventeen years of office.

"This statement would have been an unwarrantable boast on my part had it not been rendered necessary by the cowardly slander privately circulated as to my use of the party funds."


£150 000
LIBERAL FUND EVERY LITTLE HELPS
COALITION SWAG
PIP

A LABOR VIEW

Mr. Lloyd George: "Here's a little to be going on with, but please don't ask me where the money comes from."

—*The Daily Herald* (London).

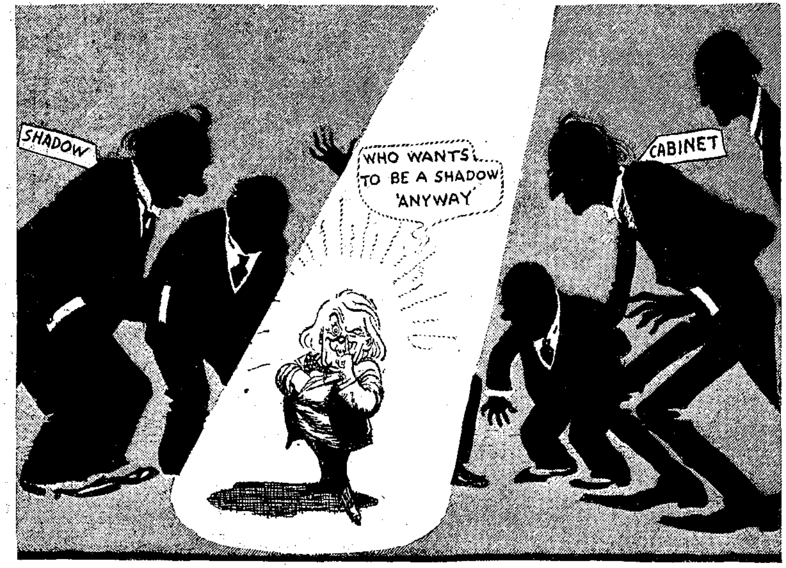
The idea that the fund was a gigantic bank balance at the unfettered disposal of one man was obviously damaging not merely to Lloyd George but to the party, says the London *Daily News* (Lib.), and this journal is pleased that the quietus is now definitely given to this carefully disseminated conception. *The Daily News* then observes:

"All Liberals should realize that these self-constituted champions of public morality among the Conservatives have one object only: They are out to render the Liberal party electorally innocuous by dividing its hosts on a trumped-up issue. Their one and only object is to goad members of the party into expressions of opinion which can be eagerly claimed as indications of a party rift. Those Liberals who succumb are merely playing the Tory game. Was it not Hezekiah who advised the men on the wall, maddened by the Rabshakeh's taunts, 'to answer him not'? It is a warning peculiarly applicable to those who guard the citadel of Liberalism to-day."

Another Liberal paper, the London *Westminster Gazette*, is not so satisfied with Mr. Lloyd George's statement, believing that it will "create more heat than light." In its manner, this newspaper finds it to be in "his liveliest fighting style," and it goes on to say:

"Most of its contents have less current concern for the Liberal party than for the Conservative side of the Coalition Government of 1918, and especially for *The Morning Post*, which has been paying special and bitter attention to the origins and present condition of the fund.

"We have always felt that Mr. Lloyd George's Conservative colleagues in the Coalition must have more responsibility for the creation and distribution of the fund than they have yet admitted or has yet been disclosed. Mr. Lloyd George's statement in respect of the process by which honors were granted and how the party funds were raised must provide a test for those colleagues, and we shall await with interest what any of them have to say in reply."


SHADOW
WHO WANTS TO BE A SHADOW ANYWAY
CABINET

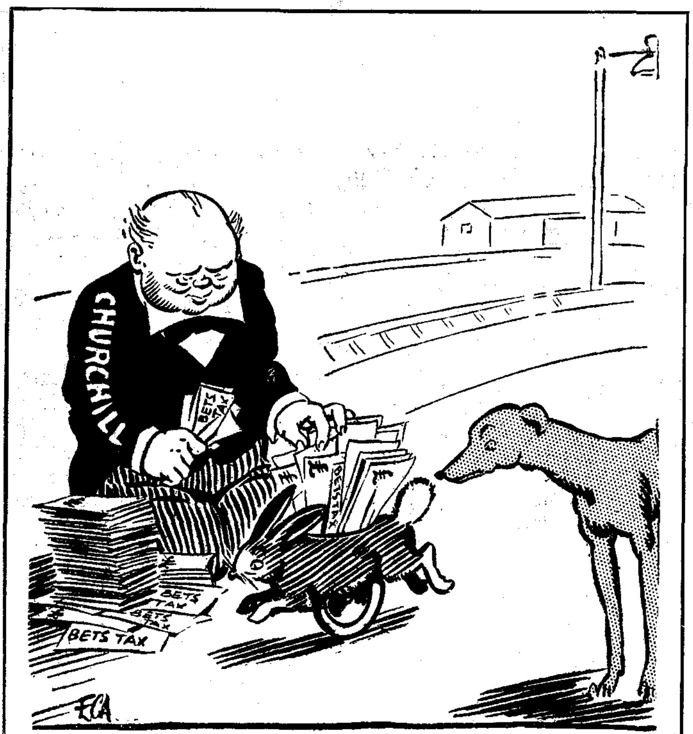
ONCE MORE IN THE LIMELIGHT

Mr. Lloyd George: "Well, I'm glad I'm no longer in the shadows. The limelight is much more my style."

—*The Western Mail* (Cardiff).

BRITISH GREYHOUNDS AND GAMBLING

GAMBLING IN BRITAIN on all sorts of sports and all forms of competition has long been attacked by a certain element of the British public, which is now more alarmed than ever by the rapid development of greyhound racing, abominated as bringing gambling to the great industrial populations every other day in the week. There is no doubt that the enormous popularity of greyhound races, in which the dogs are paced by a tin hare electrically driven, is due to the gambling associated with it, says a contributor, "Optimist," to the London *Westminster Gazette*, who declares that the thousands of people crowding the arenas during the racing season are not attracted merely by the short time of the actual racing but the fascination of "having something" on their favorite dog. In the view of this writer, greyhound racing has extended the habit of more or less regular betting to boys and girls, and he tells us further that:



A BRITISH LABOR VIEW

THE GREYHOUND: "Mr. Churchill seems to have found something in the tin hare."

—*The Daily Herald* (London).

"There are thousands of them who have their small stakes on the races, and no doubt get value for their money by way of excitement. Some of them, by dangerous winnings at the first experiments, are led to make deeper plunges, which soon land them out of their depth. The problem is growing serious, and to many it appears as nothing less than a menace. The question as to whether gambling itself is ethically justifiable is still a subject of hot debate, and an increasing number of people are inclined to regard it as innocent as long as the risk taken does not go beyond the ability to meet possible losses. But the abstract discussion of rightness or wrongness does not touch the urgent side of the problem. The important question is the effects on social and industrial life of the growing habit of gambling. Any magistrate in the industrial areas could tell how many cases of theft and dishonesty are due to the pressure of having to find money to pay for losses. The increase in gambling inevitably results in an increase of dishonesty. No abstract argument touches that connection, which is a fact beyond the reach of discussion.

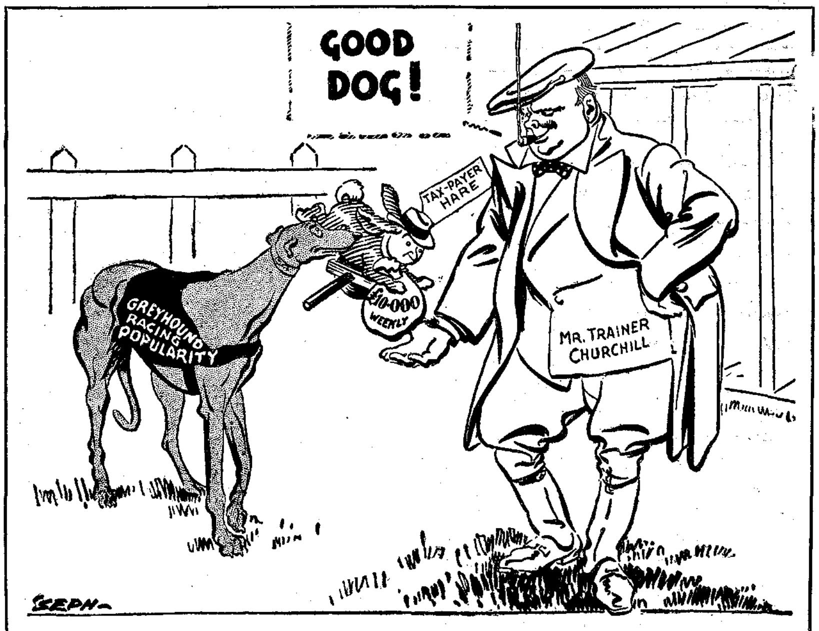
"Some of the churches are greatly concerned at the observed effect among their own adherents, and especially among the younger generation. It is doubtful, however, whether action on the part of the churches themselves has any promise of success. They are suspected at once of being 'kill-joys,' throwing the Puritan shadow of sin over innocent pastimes. It is the old gibe which has been thrown at them whenever they have tried to take public action of a similar kind. But the problem is one which must be faced before long, and business men will have to take it up. It is sapping the spirit of industry and leading to a growth of petty dishonesties."

This contributor to *The Westminster Gazette* cites a British manufacturer, whose works are near one of the new greyhound race-courses, as saying that gambling is the most threatening social evil of the age. However, this writer admits that it is obvious that the problem is one which can never be finally settled by legislation, and he adds:

"One hears of boys in the back gallery of churches betting on the numbers of the hymns. But if legislation can not abolish gambling, it can at least limit it, and with the mushroom growth of greyhound racing it is urgent that the activities of the professional bookmakers should be severely restricted. The strength of the vested interests involved must not be underestimated. Money is being subscribed by the public to set the new sport on foot. The greyhounds will never earn dividends without the help of the bookmaker. Before that vested interest grows overwhelmingly strong the public ought to decide whether it is prepared to sanction such a wide extension of facilities for organized gambling."

Every bane has its antidote, remarks the London *Star*, and almost every popular movement has a league or leagues pledged to its suppression. New as the sport of greyhound racing is, there are several committees dedicated to its condemnation, and a National Emergency Committee of Christian Citizens is about to be added to the number, according to this daily, which continues:

"If there is real ground for these 'anti' activities, the Greyhound Racing Association should be congratulated on its prompt decision to regulate and control the sport by establishing a greyhound club somewhat on the lines of the Jockey Club. Horse-racing has its critics, too, but no one can say that it is not well conducted. All the principal greyhound racing-tracks are pledged to support the equally responsible control of greyhound racing and to place that control in the hands of well-known sportsmen with no direct financial interest in the sport. This is a wise step and one which will disarm some, at least, of the critics."



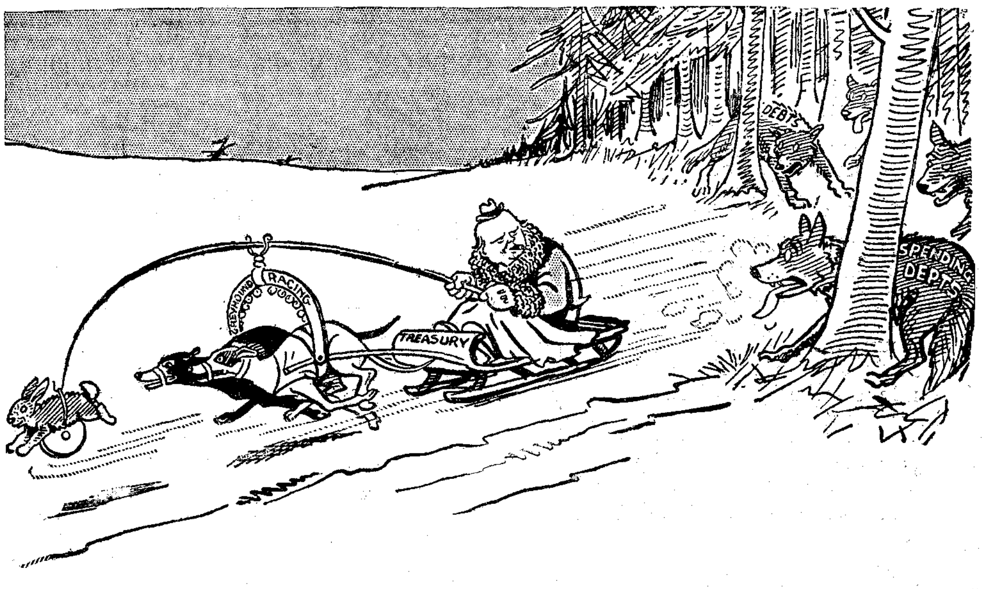
THE DOG WHO CAUGHT IT!

"It has been reported that the British Treasury receives $50,000 weekly in betting and entertainment tax from greyhound racing."

—*The Daily Chronicle* (London).

With regard to the yield of the betting tax on greyhound racing, we are advised by various London newspapers of Mr. Churchill's admission that it is "inconceivably small." What is more, as the London *Daily Express* notes, the receipts from horse-racing have been much less than anticipated. A decrease in betting may have something to do with it, we are told, but evasion has much more, and this newspaper adds:

"The betting tax, in short, has to all intents and purposes failed. It was an ugly and unhealthy baby from the start, and it shows no sign of growing out of its unpleasant deformities."



EVERY LITTLE GREYHOUND HELPS

—*The Daily Express* (London).

Secretary Churchill of the British Exchequer may have provided an argument for those who contend that the amount of betting at greyhound racing tracks is negligible, says the Manchester *Guardian*, but the truth is that Mr. Churchill's admission proves no such thing, and this newspaper proceeds:

"The fact that the Exchequer has secured in the past year some two and one-half millions mainly from the backing of horses is due to the size of the stake the horse attracts. It is no unusual thing for a horse to start with half a dozen individual bets of $500 behind it, whereas it is rarely that a greyhound is backed for more than a pound or two. That the State makes relatively little from its 2½-per-cent. duty on the shillings and half-crowns that change hands on the course over the dogs compared with its 3½-per-cent. toll of the thousands of pounds staked off the course on horses is not surprizing. Unfortunately, it is the large and growing public of small gamblers who stand to suffer most from the betting habit, and of the steady increase in their number there can be no question. Mr. Churchill's figures cover a year in which greyhound courses have sprung up like mushrooms, and the full effect of them on the encouragement of betting can not be judged by Exchequer figures. The thousand bookmakers who were found plying a brisk trade at the White City track when the recent test case was taken may not, even if they continue to multiply at the present rate in all our towns, ever contribute to the Revenue on the scale that do their kind on the race-course proper. But that they are active and successful missionaries of an evil habit is a fact of which no Exchequer figures can dispose."

Speaking in defense of greyhound racing, Frank Harvey in the London *Outlook* tells us that its true sponsors are the body of sportsmen enrolled under the Greyhound Racing Association, and he declares that through their efforts the sport has made tremendous headway, and at the same time they have shown no desire to declare war on any other sport, be it horse-racing, football, or cricket. As a matter of positive fact, he goes on to say—

"The Association seems intent on preserving a cordial relationship with other sporting bodies, such as the Jockey Club, the National Hunt Committee, the Football Association, and the National Coursing Club, of which latter body Lord Lonsdale is an ardent patron. Up to date the G. R. A. has done its work well.

"As a spectacle, greyhound racing is thrilling and exhilarating. As a pastime, it is clean and wholesome. It is not expensive, nor does it entail tedious traveling. These attributes have established its popularity where the 'man in the street' is concerned. Others of higher station, such as the King of Spain, the Prince of Wales, and his brothers, have praised the wonderfully exciting aspects of the sport. A vast public is perfectly satisfied with the game as it is played at present, and unless some extraordinary circumstance arises it is difficult to believe that the universal enthusiasm for greyhound racing can be 'killed.'"

GANDHI STILL FOR "INDIA FREE"

"EXCHANGING ONE MASTER FOR ANOTHER" is the poorest kind of policy for a country whose legitimate and highest aspiration should be freedom, says no less a personage than Mahatma Gandhi, who declares himself stoutly opposed to the idea that India should ally herself with Russia in order to drive the British out. His pronouncement was made to the Colombo *Times of Ceylon*, the capital of Ceylon, Britain's "premier colony." This newspaper is exclusively British owned and British edited, according to Indian editors, who are much imprest by that fact. They think the more of him that Gandhi makes it clear to-day as at the time when his non-cooperation movement was at its height that he is bent upon freeing India from the yoke of Britain. Tho recent years have been marked with sanguinary conflicts between the Hindus and Moslems in various parts of India, his resolve remains unchanged, it seems, and to the blunt question put by the representative of *The Times of Ceylon*—"Do you honestly believe that India would be happier if the British got out of the place altogether?"—he replied with equal bluntness:

"Yes. I believe that that is the only solution of India's problems—and not only the problems of India, but also those of Africa. There is no half-way house to that solution. Of that I am convinced. It would be better, I admit, if the British remained as friends, at the mercy of India—and they would have to be at the mercy of India if they remained without the bayonet and the physical force which keeps them there now, and did penance for their past misdeeds. I admit, too, that there would be strife if they went, internecine trouble, probably much innocent blood would be shed, but India ultimately would find herself."

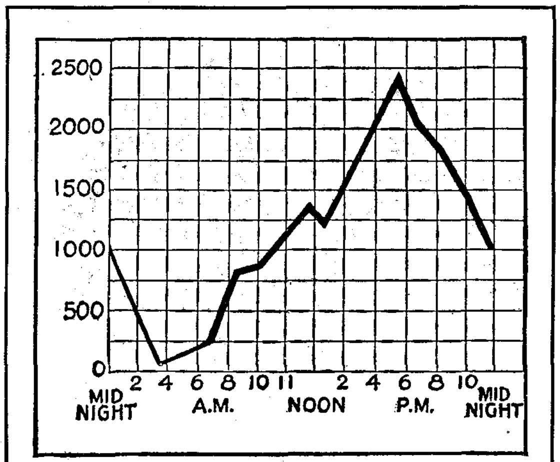
Gandhi was next asked by the reporter from the same paper why he and his people wished to non-cooperate with the British when they could reach their goal by cooperating with them. He replied with engaging frankness:

"I am strongly against cooperation with any force that is evil. My policy of non-cooperation is aimed at the forces of evil, quite irrespective of the individual, or of the individual administration. I realize that the individual is not to blame. I should not care whether the administration were British or whether from the Viceroy down to the doorkeeper they were Indians. If they were evil, I would not advocate cooperation with them. Congress is not entirely good—by which I mean it makes mistakes like the individual, but it does a certain amount of good and that is why I support it."

SCIENCE • AND • INVENTION

THE HOUR OF DANGER

FROM 5 TO 6 P. M.—that is the most dangerous hour in our city streets—the hour when our people by thousands, old and young alike, are crippled or killed by the motor-car. At this time, says Russell M. Arundel, in *Popular Mechanics* (Chicago), stores and offices pour out millions of tired, homeward-bound workers, and in the crowded streets children start one final hour of play before dinner. America's most dangerous hour has arrived. He goes on:



Illustrations from *Popular Mechanics* (Chicago)
Courtesy of American Roadbuilders' Association

HOURS OF PERIL

Chart showing the time of 28,000 accidents in New York State, with their peak during the homeward-rush hour between five and six in the evening, when they reached a total of nearly 2,500 an hour.

"Ambulance drivers inspect their mounts to see that everything is in readiness; hospital attendants give the operating-rooms a final look-over, and in garages, the wrecking cars are wheeled to the front. For the next sixty minutes the bulk of the day's traffic accidents will happen. More lives will be snuffed out, more people will be injured, and more automobiles destroyed than in any other hour of the day—more, in fact, than in several of the early morning hours combined.

"Some place between the Atlantic and the Pacific some one is being killed or injured in a traffic accident at the rate of one victim every forty-two seconds of the day. Statistics show that, instead of an even distribution of deaths and injuries, they reach their peak in that one crowded hour, when senses have been dulled by a hard day's work, and reach their minimum just before dawn, when most people are home in bed.

"Three times as many casualties resulting from highway accidents occur in a single year in the United States than were suffered by the American forces during their entire participation in the World War. During 1926, approximately 25,302 persons were killed and 759,060 were seriously injured in these accidents. An estimate issued by the American Roadbuilders' Association lists the principal causes as inattention; children playing in the street; speeding; adult jay-walking, and violation of the traffic laws. Of the total number of accidents occurring last year approximately 11,183 were caused by motorists; 10,805 were the result of improper conduct on the part of pedestrians and 3,314 were caused principally by physical conditions.

"Research has uncovered many peculiar facts in regard to the causes and results of highway accidents. The knowledge of these facts has given national organizations interested in the public-safety movement a basis upon which to work and is expected to bring a noticeable reduction in accident casualties within a few years. Paramount among the conclusions that have been drawn from statistics collected from various rural districts and municipalities are:

"That the largest number of accidents occur between five and six in the afternoon, when business men and workers are returning hurriedly to their homes.

"That the accidents involving pedestrians are increasing at a rate much greater than the rate of increase of other types of accidents. The American motorist is becoming adept in the art of dodging other vehicles, but is unable to cope with the problem of foot traffic.

"Less than 5 per cent. of all accidents are the result of faulty mechanism of vehicles or improperly designed roads and streets. The human machine is responsible for the remaining 95 per cent. Carelessness and incompetency have been found to be the chief traits of the human machine resulting in disaster.

"The annual death of 7,000 children of school age has caused an intensive research into the causes of these youthful mortalities. It has been found that more than twice as many children between the ages of six and twelve are killed than in any other similar group of years between one month and seventy years.

"While the total number of accidents resulting from recklessness by intoxicated drivers is small as compared with total accidents reported, they more often result in mortalities. Drastic legislation in nearly every State has brought the number of deaths from this source to a considerably lower level than in the year 1921. The outstanding single mental condition giving rise to casualties is fatigue, which, in turn, causes carelessness, recklessness and a general decline in the ability of a driver or pedestrian to act speedily and accurately.

"In the child problem, general inattentiveness has been found the chief cause of fatalities and injuries. The child at play is a bundle of trembling nerves and, in the joy of the game, is almost unconscious of any world but his own. He may run into the street and, being there, continue his pleasant pastime without regard to the motorist.

"Thoughtlessness and poor judgment are the cause of more than 40 per cent. of all accidents. These classifications include jay-walking, inattention, confusion, inexperience and recklessness."

Various national organizations interested in the highway-safety problem have outlined a series of objectives which are now being put under way. Mr. Arundel states them as follows:

"First, the education and regulation of pedestrian traffic, as well as motor-vehicle traffic.

"Second, the adoption of a standard code of motor-vehicle laws in every State of the Union.

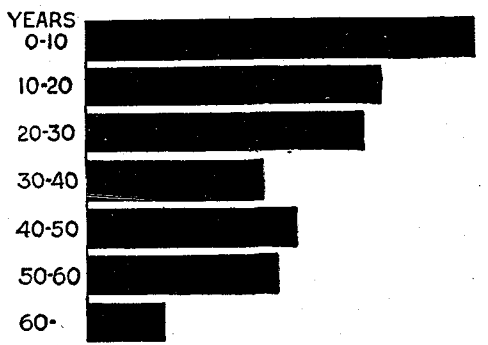
"Third, education in safety and accident prevention will be incorporated in the schools, both public and private.

"Fourth, motorists will be asked to protect the design and materials of their automobiles by periodic adjustment and replacement.

"Fifth, a comprehensive program of street-widening and the elimination of grade crossings will be carried out throughout the nation.

"'Cooperation of motorist and pedestrian in behalf of public safety can save thousands of lives during the next few years,' according to the report of the American Roadbuilders' Association.

"'Ninety-five per cent. of all accidents are the result of failure of the human machine, rather than faulty mechanism or engineering. No amount of rules and regulations will eliminate these accidents unless they are embodied as a portion of the simple code of courtesy and caution.'"



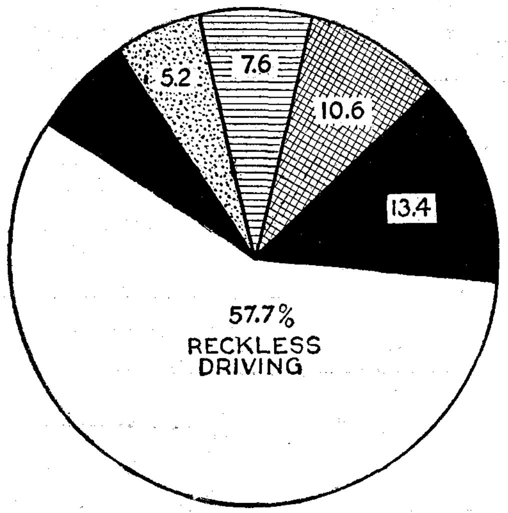
Courtesy of American Roadbuilders' Association

AGES OF HIGHWAY VICTIMS

ROUND-THE-WORLD RADIO ECHOES

NOT MANY YEARS AGO, the small distance to which radio signals could be sent was a serious limitation to commercial application. The difficulty was overcome in relatively short time, we are told by the editor of *The Electrical World* (New York) by means of receiving instruments of greater sensitivity and transmitting-stations of higher power; so that now distance is no limitation. He goes on:

> "Interesting evidence that developments of this character may overshoot themselves is indicated by recent experiments between radio stations in Germany, South America, and the United States. It had been noticed for some time that in certain stations signals were repeating themselves at short-time intervals with a consequent blurring and confusion of the subsequent signals, thus lowering the purity of the received message. The experiments indicated were carried out to investigate the cause of this repetition. Oscillographic records were taken which permitted an exact knowledge of the amplitude of the original and subsequent signals and the time interval between them. In some cases triple signals were found. The observations have pointed to the very interesting conclusion that the repeated signals may be due either to the passage of the original signal around the earth the second time, or to its passage in the reverse direction from the sending station, or to both paths of propagation. The time intervals invariably are of the order of tenths of a second, and the velocities of propagation indicated are of the same order of magnitude, altho somewhat less than the velocity of light. An additional indication from the experiments is that a directional antenna may give out a reverse signal of considerable intensity, which, on the opposite side of the earth, has a considerable fraction of the intensity of the direct signal.
>
> "Investigation and study are proceeding with the purpose of finding a method to eliminate these repeated signals of overzealous transmitting systems. So far no remedy is proposed, but one may be confidently expected."



RECKLESS DRIVING IS FOUND GUILTY

Reckless driving explains the bulk of all auto accidents; then, from right to left on the chart, come careless minor accidents, viz., carelessness of both drivers; and then careless pedestrians, faulty equipment and miscellaneous causes.

HOW BIRDS TALK—The African finch, reputed to be the most voluble of all the members of the bird and animal kingdoms, has a vocabulary of about 300 words and an alphabet of twenty-four letters and symbols, Dr. William M. Patterson, who is doing research work at Columbia University, told the American Psychological Association at a recent meeting reported by the New York *Times*. Says this paper:

> "'Contrary to the popular belief, a bird does not sing a little song when it opens its beak,' Dr. Patterson said. 'Instead, it makes a little speech. These speeches aren't a repetition of the same word time after time, either. Sometimes this little finch that I have been observing will say a word and then he will not use it again for a week.'
>
> "According to Dr. Patterson, the bird carried out a daily schedule that varies from day to day less than the life of the average human being. The bird awakens at the same hour every morning, and it almost invariably makes the same morning speech of fourteen seconds, Dr. Patterson said. As the average word the bird utters lasts but seven-tenths of a second, the bird speaks a paragraph of about twenty words, the speaker estimated.
>
> "The bird builds up his words very much as the Hopi Indians in this country have built up theirs, according to the theory advanced by the speaker. He warned that the theory was still in the formative stage and could not be taken as proved. Another point in it is that the bird speaks in prose that is comparable to Sanscrit, Chinese, the language of the Hopi Indians, and English. The African finch that Dr. Patterson exhibited is the only one known to be in captivity in this vicinity. The bird is a small gray creature about the size of a wren. All attempts to get the finch to speak at the meeting last night failed.
>
> "The recording of the various sounds that compose the bird's 'alphabet' has been done entirely by ear, Dr. Patterson said, since mechanical methods will not record the fine differences in pitch of the various notes the bird uses."

TALE OF A NAIL AND A BOX OF MATCHES

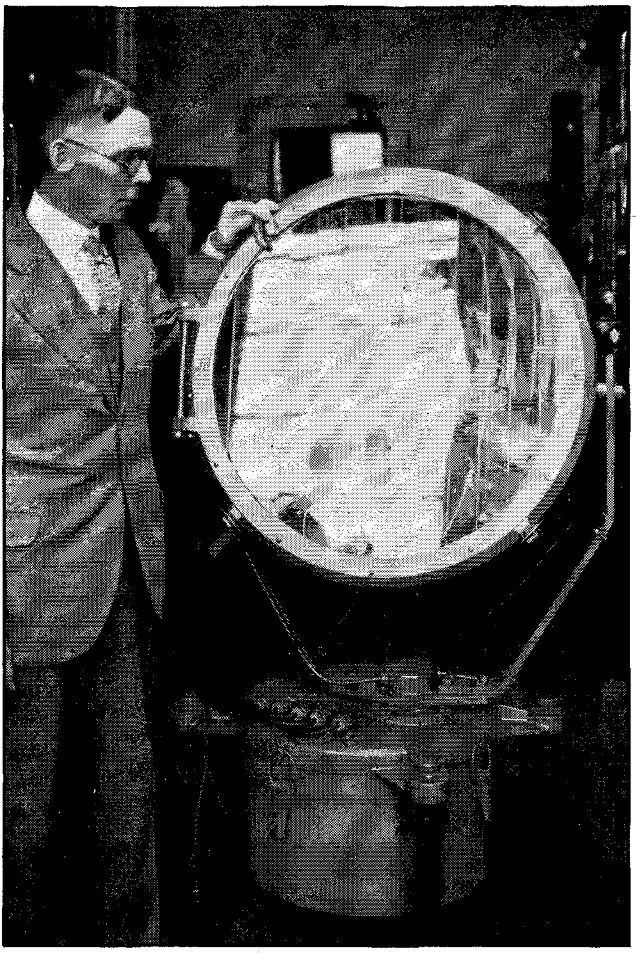
"EVERYBODY EXCEPT THE BABY KNOWS what a match is," remarks *The Accident Bulletin* of the city Bureau of Explosives (New York); "and the baby'll *find out all too soon if you aren't mighty careful.* Why, then, should it be necessary to keep matches away from the baby?" Well, just because matches are not designed to remain innocently quiescent under an unlimited degree of rough handling. Nobody with even half the brains of a creamed oyster would give a baby a box of matches for a toy. *The Bulletin* goes on:

> "Let's suppose, tho, that we had a large number of small packages of matches, all packed snugly in a substantial wooden box. Wouldn't it seem as tho this was pretty good protection? Of course, you wouldn't figure on even a wooden box being run over by a steam-roller and coming up smiling; nor would you consider such a package as safe from all harm if laid down in the middle of a bonfire; but all things considered, it would take something like that to affect matches packed in a good wooden box, wouldn't it—or wouldn't it?
>
> "You may remember the old-time warrior who lost a battle because he didn't have an extra nail handy to fasten one of his horse's shoes. That goes to show that anything even as small as a nail can make a big difference in the affairs of men. If you doubt this, the first time you step on the point of one, your doubts will fade rapidly. Now a wooden box is usually considered as being somewhat tougher than a bare foot; but that doesn't mean that the box is quite as resistant as the armor of a superdreadnought.
>
> "Let's see what the connection is between the box, the nail, and matches. A certain freight-car was loaded solid with matches, some in corrugated strawboard cases and some in wooden boxes, all of which complied with the Interstate Commerce Commission's shipping specifications. Now, a 'Number Six' wooden box is no eggshell—the wood ranges in thickness from three-eighths of an inch to thirteen-sixteenths. It so happened that one of these wooden boxes was loaded right up against a good big nail in the car wall. If the car had been moved a little, or not at all, probably this combination could have gone on indefinitely without harm; but the only object of loading anything into a freight-car is to transport it to some other place; and that means motion of the car. The lading, unless absolutely jammed tight, is bound to move somewhat. Continual chafing across the head of the nail gnawed at the wooden box, until at last the nail cut its way through the wood, and there were the matches! With the making of this breach in their defense, the matches gave up, and those nearest the nail ignited, which was all they could do under the circumstances.
>
> "Nothing can be said against the man who put that nail where it was; but a great deal could be said about the person who loaded that box where it was, without taking the trouble to pull out the nail. Suffice it to say that the fire which followed that nail's excursion into forbidden territory was a real one. What with fire and water, a large proportion of the lading went hence, never to return.
>
> "So, you see, a nail is but a little thing, considered alongside a transatlantic liner, and a match is not very large in proportion to a California Redwood; but it is not so much the cause as the effect that makes the loss and damage figures skyrocket."

FOG-PIERCING LIGHT FOR AVIATORS

FOG, ONE OF THE GREATEST HAZARDS to aviation, may lose some of its dangers as the result of the development of a new type of quartz neon gas-filled lamp. This lamp, which resembles a ball of reddish orange fire when in use, emits practically all its visible radiation in the long wave-lengths, which tests have shown to have greater fog-penetrating power than light higher in the spectrum. We quote a press bulletin issued by the General Electric Company, in whose laboratories the new lamp was devised:

"It was found that during a heavy morning mist, when the laboratory building in which the new lamp was housed could not be seen 500 feet away, the brilliant red glow penetrated to a distance of half a mile or more. In discussing the possibilities of neon light for aviation purposes, C. G. Found, who developed the new lamp said:



THE INVENTOR AND HIS BEACON

Mr. C. G. Found standing by a search-light airport-beacon fitted with his new neon lamp for piercing fog.

"'We don't know yet how far this red light can be seen. However, a neon lamp of earlier type, with but half the candle-power, was reported seen by an aviator on a clear night at a distance of seventy-five miles. We are going to place this new light and one of the standard white-light airport-beacons on the roof of one of our tall factory buildings in Schenectady. In this way we hope to learn from direct visual tests just how much of an advantage the neon light has in bad weather. We think that, because of the contrast in color, the red light will be helpful to aviators in more easily picking up guiding beacons and landing-fields at a distance.'

"Quartz is used in the lamp because of the heat generated. The temperature is about 1,200 degrees Fahrenheit, which is above the fusion point of glass. Quartz will stand temperatures up to 2,000 degrees before beginning to soften.

"Another feature of the new lamp is its operation on low voltage, substantially that used in household service. Previous types of neon lamps required often as much as 15,000 volts to enable them to produce sufficient candle-power to make them useful. Such voltages are not only dangerous, unless carefully guarded, but they require special equipment to produce them."

Pilots flying on the London-Continental air routes are enabled to keep to their course in foggy weather by the direction-finding radio system in operation on both sides of the Channel. A pilot, during flight, can get his bearing from a single station on the ground, or his absolute position, as determined by cross-bearings, from two or more stations, says Charles Fitzhugh Talman in his Science Service feature, *Why the Weather?* (Washington). We read:

"Having requested such information by radio, he is instructed to talk by radiophone or transmit by Morse for thirty seconds. The stations listen to his signals, and his direction or position, as the case may be, is reported to him. The British stations employed in this service are at Croydon, Lympne, and Pulham. When position is desired, the observations of the three stations are collected at Croydon and plotted on a chart, the results being transmitted to the pilot. The whole operation takes only about a minute, and the reported location is seldom in error as much as two miles. Other aids to flying in fog or cloud are now being tested in England, and a complete solution of the problem seems to be at hand. There are automatic steering devices that keep the aircraft to its proper course in the air, turn-indicators to supplement the unreliable compass, and fog-piercing neon lights at landing-fields. Lastly, it is proposed to guide the aircraft to a landing-field by means of a 'leader cable,' similar in operation to the one that was installed in New York harbor a few years ago for the benefit of shipping. The cable will be charged with an alternating current. A signal on the pilot's instrument board will show him when he is flying over the cable and parallel to it, and will also indicate his height above the ground."

WORRIES OF THE HEAVYWEIGHT

THESE ARE DAYS OF DISCOMFITURE in many respects for persons who are currently classed as overweight, says *The Journal of the American Medical Association* (Chicago). The arbiters of fashion militate against their size in ways that place them under a variety of disadvantages in the selection of clothes. Moreover:

"The cult of fashion scorns even small excesses of body weight without the slightest apparent justification. Accordingly, devotees of fashion resign themselves to the prevailing mode and cultivate a sylphlike figure with a devotion that not infrequently involves extreme abstemiousness in the direction of diet. Perhaps it is merely a passing fad that looks askance at even moderate plumpness. Nevertheless, abhorrence of undue fat is to-day a characteristic American vogue.

"The discomfiture of those who are obese does not end with considerations of momentary sentiment. The carriers of superfluous adipose tissue are frequently reminded that the life-insurance companies place the overweight person in the class of 'poorer risks.' The prospect of premature fatality is even more disconcerting than are the animadversions of the arbiters of good form. And the heavyweight is specifically reminded from time to time that certain maladies, notably diabetes, exhibit predilection for the obese. Chicago investigators have recently challenged the muscular fitness of obese persons. A comparison, at the Nelson Morris Institute for Medical Research, of overweight, 'normal' and underweight persons showed only slight deviations from the expected standards. However, inequalities promptly appeared as the result of muscular work. When this was uncomplicated with fatigue, the average percentage increase in heat production due to the effort was 360 for the obese, 226 for the normal, and 323 for the underweight. When fatigue resulted the differences were even more striking. Furthermore, the mechanical efficiency is always lowest in the obese, thus adding the undeserved odium of an inadequate reward for hard work.

"To cap the climax of an unpleasant report, it is said that obesity is attended with a noticeably decreased endurance that can be reliably recorded. Surplus fat must apparently find championship elsewhere than in the human species. Whether obesity is due to laziness and overnutrition or to some obscure derangement of the endocrine organs—either of which may represent a contribution of heredity—the American of to-day is likely to reject its advances as far as he comfortably can."

DRURY COLLEGE LIBRARY
Springfield, Missouri

SUN-SPOTS AND RADIO

THE RELATION BETWEEN RADIO reception and solar activity is now definitely known, according to Dr. Greenleaf W. Pickard of Newton Centre, Massachusetts, who has just finished an exhaustive series of experiments on the effect of the sun on radio waves. "An increase of solar disturbance," points out Dr. Pickard, "as indicated by an increase in the number of sun-spots, the solar constant, and ultra-violet radiation, is accompanied by an improvement in day reception and a lowering of night reception."

This conclusion is significant to the approximately 30,000,000 broadcast listeners, since the tests were made within the broadcast band of wave-lengths, and because Dr. Pickard is a recognized radio authority. In the early days of wireless communication he made far-reaching discoveries pertaining to the crystal detector, and his more recent inquiries into phenomena of solar activity, magnetic storms and their relation to radio, are the most thorough ever conducted, either in this country or abroad. Dr. Pickard is quoted further in the Boston *Globe*:

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SUN-SPOTS HELP RADIO
Says Dr. Greenleaf W. Pickard.

"By taking periodic daily averages, in unfolding the results of several years' investigations, for a number of solar rotations, certain general day-to-day relations can be found; for example, the meridian transit of a sun-spot group is usually accompanied by a depression of night reception and (with the exception of 1926 and early part of 1927) a slight increase of day field.

"Night reception in that portion of the broadcast band between 750 and 1,500 kilocycles and over east-west transmission paths shows the highest relation to measures of solar activity. But even with the most sensitive type of radio transmission, if intervals of less than a month are taken, the degree of correlation rapidly decreases.

"As a working hypothesis I have assumed that there are definite solar areas which are responsible for reception disturbances, and which usually persist for a number of solar rotations. In general these active areas are also areas of sun-spot formation, but they are effective in producing reception disturbances even when they contain no spots. Large sun-spot groups may also occur entirely outside of these active areas, in which event the earthward presentation of such spots is less likely to be accompanied by changes in reception.

"But as the active areas persist for a number of solar rotations (sometimes over a year) and are the most likely places for sun-spot formations, we may still use sun-spot area and position to derive general relations, despite their inadequacy in the individual case. It is the object of this paper to show that the central passage of sun-spots does not exactly coincide with the associated reception disturbances, and that the interval between the transit of the sun-spots and the reception change varies, both with the area of the sun-spot group and with the particular period taken for investigation.

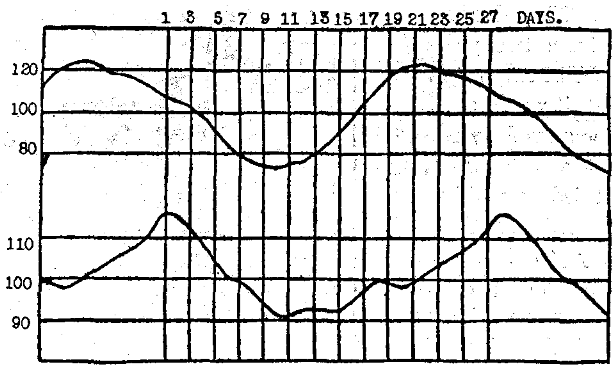
"The relation of reception to magnetism is much more intimate than its connection with sun-spots. Within the nineteen months from January, 1926, to August, 1927, there were fourteen magnetic storms recorded by Cheltenham Observatory, Maryland, and the depression of night reception accompanying these storms is very striking. Day reception shows an inverse effect, an increase of field accompanying and following the storm. The night reception maximum three days before is not in anticipation of the coming storm; it merely represents the recovery of reception from the depression associated with the preceding magnetic disturbance.

"Altho the most marked reception disturbances accompany magnetic storms, even a moderately disturbed day has its associated reception depression. Over the first half of 1927 magnetic disturbances came at intervals of approximately fifteen days, so the reception maximum three days before represents the recovery of reception from the depression associated with a preceding magnetic disturbance.

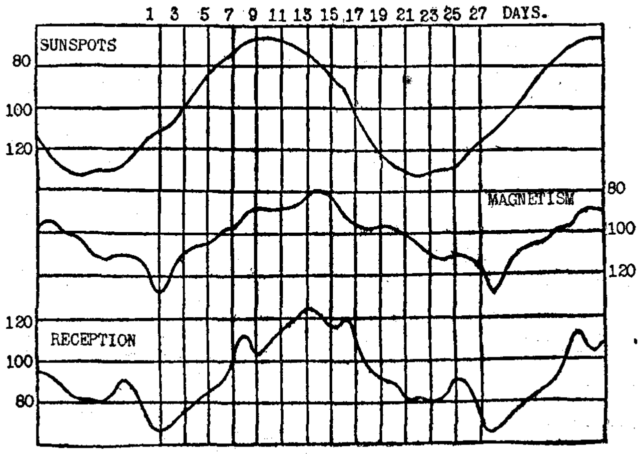
"On August 19 and 20, 1927, there was a magnetic storm of considerable intensity, with displays of Northern Lights on both evenings, visible throughout New England. I have shown the reception depression associated with this storm, in which the field from WGN, Chicago, remained at a low value for a week.

"Night reception over any extended period is largely a series of abrupt depressions, followed by relatively slow recoveries. The recovery, at least during a sun-spot maxima, is rarely completed before the next depression occurs, so that the mean field, for, say, a month, is largely determined by the interval between these abrupt depressions. If this interval is short, for example, a week, the mean field will be low; if two or three quiescent weeks intervene, the mean field will be high.

"These depressions quite definitely accompany disturbances of terrestrial magnetism, and less definitely the central passage of sun-spot groups, but in neither case are we warranted in assuming that the connection is one of cause and effect. However, the relation of reception to terrestrial magnetism is so definite it is difficult to escape the conclusion that disturbances of these two elements arise from a common and near-by cause, an electrical change in our atmosphere. Any inexactness in this relation might be explained on the assumption that magnetic disturbances require an electrical movement, whereas reception is dependent upon the degree and disposition of ionization."



Mean of 14 solar rotations, January 25, 1926, to February 11, 1927. Sun-spots and night static at 1330 KC or 225 meters.



Mean of solar rotations, January 25 to August 31, 1926. Note how the reception curve follows the two. Also note the reception minima are almost exactly 27 days apart.

HOW RADIO RECEPTION FOLLOWS SUN-SPOTS

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

DISCOVERING SINGERS BY RADIO

FIFTY THOUSAND ASPIRANTS to prizes for singing throughout this country have been sifted down to ten, and the prize-winners are called the best amateur singers the country can offer. They have won the suffrages of perhaps the largest audience that singers can hope to assemble, for their voices have been carried by the radio throughout the length and breadth of the nation. One first prize goes to the far West and one to the East, so the quality of our various climate can not gain exclusive credit for the fostering of singing voices. The competition has been going on for months, so the story has become sufficiently familiar through newspaper and radio broadcasting without details here. The first three prizes range from $5,000 to $1,000 and free tuition from two years to one. The cause of music might, it would seem, be better served by reversing the awards, since the third best will naturally need more time and money to bring their efforts to perfection. However, to him that hath shall be given. The story in brief, as the New York *Times* gives it to us, is this:

P. & A. photograph

SINGERS FOR THE MILLION

Standing beside Mr. Atwater Kent are Miss Agnes Davis of Denver and Wilbur W. Evans of Philadelphia, who won first prizes in the Radio Singing Contest.

"The Atwater Kent Foundation awarded ten prizes, five to the boy contestants and five to the girls, totaling $17,500. The first prize for each class was $5,000 cash, a gold decoration, and two years' tuition in a conservatory of music; the second prize, $2,000 cash and one year's tuition, and the third, $1,000 cash and one year's tuition. Fourth prizes were $500 in cash, while the fifth were $250.

"The prize-winners and the districts which they represented follow:

FIRST PRIZES

MISS AGNES DAVIS, twenty-four years old, of Denver, lyric soprano, Southwestern State District.

WILBUR W. EVANS, twenty-two years old, of Philadelphia, bass-baritone, New England and Eastern Seaboard States District.

SECOND PRIZES

MISS EMILIA DA PRATO, twenty years old, of South San Francisco, lyric soprano, Western and Pacific Coast States District.

TED A. ROY, twenty-two years old, of Corvallis, Oregon, tenor, Western and Pacific Coast States District.

THIRD PRIZES

MISS MARIE BRONARZYK, eighteen years old, of Chicago, coloratura soprano, Central and Middle States District.

BEN P. DE LOACHE of Asheville, North Carolina, baritone, Southern and Southeastern States District.

FOURTH PRIZES

MISS MARIE HEALY, eighteen years old, of Manchester, New Hampshire high coloratura soprano, New England and Eastern Seaboard States District.

HAROLD A. KLANCK, twenty-three years old, of Flint, Michigan, baritone, Central and Middle Western States District.

FIFTH PRIZES

MISS MARY BOWE SIMS, twenty-three years old, of Richmond, Virginia, coloratura soprano, Southern and Southeastern States District.

LIBERO MICHELETTI, twenty-two years old, of Galveston, Texas, baritone, Southwestern States District.

"Early in the autumn, State auditions were held in the capitals, with champions from the 1,000 cities competing. Only last month [November] the winners were picked from the five districts, to come on to New York. No boy, no girl, who competed in any of the auditions is over twenty-five years old or under eighteen."

The winners in the finals were judged "solely on the basis of the natural beauty of the voice and not on musical technique." The judges were Mme. Louise Homer, Reinald Werrenrath, Yeatman Griffith, Georg Fergusson, T. Tertius Noble, Vladimir Rosing, W. G. Hay, and Pierre V. R. Key. On the selection of the first-prize winner in the girls' division, they were unanimous. Miss Davis, who wins one of the first prizes, is described as "a lyric soprano." Further than this:

"Not so long ago she was a student at the State Teachers' College in Greeley, Colorado, studying to become an instructor in subjects other than music. After being graduated from the college she studied for two and one-half years under Florence Lamont Hinman at the Hinman School of Music in Denver. Last summer she played the leading rôle in a musical pageant that is an annual event in the Rocky Mountain States. Many persons heard her sing at that time over KOA.

"The song Miss Davis chose as her 'finalist' selection was 'Pace, Pace, Mio Dio,' from Verdi's opera 'La Forza del Destino.'

"'Le Cor,' the composition of Flegier, was Mr. Evans's choice. Later in the evening, when the judges named him as winner of the first prize, he attributed his ability as a singer to the training of his brother, Walter, who is a teacher in the Shaw Junior High School of Philadelphia.

"'My brother began training me at the age of two,' he said.

"Hitherto Mr. Evans's appearances on the public platform have been limited to school dramatics and local musical organizations. He studied at the John Waldman Philadelphia Normal School, and has had three years' training in music at the Curtis Institute."

Some interesting comments on the competition appear in the Springfield *Republican*, especially grateful, it may be surmized, to some who failed as prize-winners:

"Whatever disappointment the decisions may have involved, there has not been the slightest doubt of the fairness of the competition, which has been well managed for so novel an experiment, and has enlisted the unpaid services of a multitude of musical people in all parts of the country. It has been generally accepted that the project, whatever incidental benefits might accrue to the radio concern promoting it, was a sincere effort to discover and help unknown young singers of talent, and all recognized the value of radio for this purpose, and were ready to help the plan along.

"Just how trustworthy the sifting process was may be open to argument. There is room for difference of opinion in regard to the final rating of the ten winners, and it would be rash to assume that these ten were absolutely the best that could be found. Not all of the best may have competed, and some of exceptional gifts may for one reason or another have failed to do themselves justice, or may have had less than justice from the judges. Moreover, while the aim of the competition has been to emphasize natural vocal endowment rather than skill, teachers are well aware that untrained voices must be kept under observation for some time before their possibilities can be estimated. Success in singing depends on many things besides the voice and a good untrained voice may be too intractable to make a good impression in a public test. In effect, therefore, the competition was barred to many good voices, some of which may perhaps win fame later.

"This is an obvious limitation upon the dragnet method which needs to be supplemented by generous provision for the aid of young singers on a noncompetitive basis. Singing differs radically from playing on an instrument in that a start may be made rather late and also somewhat unexpectedly, and with little previous musical experience. A singer of twenty or so who is just developing a voice of exceptional quality is usually in no position to compete, and in many cases ought not to sing at all except at lessons. Yet the ultimate results may be as gratifying as in the case of singers of more facility who get an early start at public singing. Aid should be provided for both types, but judgment as to the merits of undeveloped singers must necessarily be left to experts, and progress is of more importance than the showing made at any particular moment."

Mr. Atwater Kent adds a word:

"I do not think we have any realization of just what an audition will mean in the future to those who have taken part in it, whether they have won or lost. To the thousands who have taken part all over the country it should mean an added determination to try again and to perfect themselves for a new contest, and I sincerely hope that next year will see us preparing again for another audition."

GERMANY TURNS FROM FRENCH TO ENGLISH LITERATURE

GERMAN TASTE, SINCE THE WAR, has turned away from French literature in favor of Anglo-Saxon. This assertion is made and defended by Lion Feuchtwanger, the brilliant German dramatist and novelist whose "Jew Süss" has been a literary sensation. He asserts in the London *Daily Mail* that three times as many Anglo-Saxon books as French are now displayed for sale in German bookstores, and that on a chosen evening in seventeen German theaters which may be called serious two Shakespearean plays were given, also two by Shaw, two by other English authors, and one by an American. Germany, we find claimed again, "plays Shakespeare more often in a month than the rest of the world plays him in a year." Herr Feuchtwanger speaks with chagrin of the experience of O'Neill in the Fatherland. "To O'Neill one looked with the greatest expectation; then a distinguished stage manager and a distinguished actor produced him so badly owing to circumstances outside the theater that they have killed him in Germany for years." The change in taste from French to Anglo-Saxon literary products, it is feared, may be "a sign that the feeling for artistic form is disappearing, and that there is a far greater appetite for substance and novelty." Nevertheless, he declares, "to-day London and New York are in every respect much less distant from Germany than they were before the war." Writing for an English public whom Herr Feuchtwanger has recently visited, he naturally concentrates on the English, tho America in his mind shares in the Anglo-Saxon family:

A GERMAN NOVELIST

Author of "Jew Süss," finds French literature waning in Germany. He is Lion Feuchtwanger.

"If you argue that the question is not one of the number of readers but of the intensity of the influence, even then you can not deny the enormous sway of Anglo-Saxon literature over Germans.

"Really modern British literature was to some extent discovered by Germans only since the war. True, before that, through the work of Trebitsch, and through the creative knowledge and gift of interpretation of Kerr, G. B. Shaw had already become thoroughly acclimatized here; and Oscar Wilde before the war was more read in Germany than in his native land. But nearly all the rest of modern English literature had no existence for us, and of the Americans at most Mark Twain, Poe, and Whitman had become familiar to us. All the rest were dead.

"A whole series of internal and external circumstances worked together to introduce the giant stream of living Anglo-Saxon literature. Kipling, hitherto badly introduced, was reedited in an effective complete edition and had a very great influence on our writers.

"Stevenson, of whom only three or four volumes had hitherto been translated, appeared as soon as the copyright expired in a notable translation of the whole of his works, and was read and studied practically as a classic.

"Galsworthy, circulated untiringly by a most sympathetic publisher, can be found in the library of almost every German middle-class house, and curiously is regarded by an important group of our youngest school as a sort of standard-bearer. Complete editions of Conrad and D. H. Lawrence appeared. Very good books by Chesterton were enthusiastically received by the connoisseurs.

"Bennett's novels, cheaply and tastefully published, were widely read. Somerset Maugham, whose plays had long been familiar to us, became a very notable influence through his novel,

> 'The Moon and Sixpence.' The Americans, Upton Sinclair and John Dos Passos, more recently Dreiser, and Sinclair Lewis, above all, were read by the general public and seriously received by the critics. And English sensational successes, such as that of 'The Constant Nymph,' both in the book and play versions, have been repeated in Germany."

Bernard Shaw has been appropriated almost as widely as Shakespeare by the German stage:

> "There are few German dramatic writers who have not been influenced by him. My own plays would have been quite different but for him. He is regarded as a classic as much in the provinces as in Berlin. Every one of his plays, even the poorest, is rehearsed to the minutest detail and staged in a hundred variations and every possible style. Every letter is weighed, numbered, and commented on; battles are fought over the interpretation of individual rôles and over the merit of the translations. While our great dramatist Sudermann has long disappeared from the stage; while the dramatists of the Viennese school have long fallen in the background, while even Hauptmann occupies a very limited place in the repertoire of the German theater, Bernard Shaw since the war reigns supreme.
>
> "Numerous poor English pieces are also produced here with great love and more art than they deserve. Indeed, it looks as if Germany is the only country in the world that still takes its theater seriously. I believe many English authors would be surprized to find how seriously they are taken on our stage. In an age which everywhere has long lost the thirst for real drama and has long divorced literature from the stage, there are still serious and respectable people in Germany who, tho exhausted with a day's more or less useful activity, still hurry in every evening to the theater, keen to find something that they may take home again. The workman, after the sweat, and harassing troubles of the day, employs his scanty savings to create for himself a well-equipped theater run by his own great drama leagues. From these institutions English playwrights draw a revenue quite unexpected by them.
>
> "Well, people in Germany take the theater and, with it, the English play they favor, very seriously. Good English books would probably be more effective if the German stage did not endanger the prestige of English literature by producing many very poor plays. The thoroughness with which English dramatic stunts are produced in the leading Berlin theaters and the devotion with which they are played in the German provinces awaken the envy of many a gifted German dramatist who, sadly left in the lurch by the Berlin stage, is tenaciously and industriously experimenting in his laboratory on the creation of a new dramatic style."

THE COVER—The picture on the cover exhibits Sir William Beechey, perhaps at his best. As a painter of children and of women he might claim a place in the great tradition of English Eighteenth Century portrait-painting, but his rank is considerably below that of Sir Thomas Lawrence, whom he most resembles. As a painter of men his work is considered lacking in strength; yet he was fashionable in his day and painted the portrait of Queen Charlotte, which procured him the appointment of portrait-painter to Her Majesty in 1793. This led him to larger efforts and an equestrian group of George III with the Prince of Wales and the Duke of York reviewing the Tenth Hussars and the Third Dragoons, gained great celebrity. This work, now hanging at Hampton Court, is considered his best. Sir William was born in Burford, in Oxfordshire, in 1753. Some accounts declare that he started in life as a house-painter, while others aver that he was articled to a solicitor, who transferred him to London; there, falling in with some art students, he discovered a tendency to art and got release from the law to enter the Royal Academy. This was in 1772, and in 1775 he exhibited portraits and from that time practised in London with considerable success. His distinguished sitters, besides royal personages, were Marquis Cornwallis, John Kemble, and David Wilkie. It is said that he was fondest of his picture called the "Infant Hercules," but this did not prevent him from copying the same picture and labeling it "John the Baptist." The National and the National Portrait Galleries of London contain his works besides many American collections, including the Metropolitan Museum of Art.

IS SHAKESPEARE A BRITISH POSSESSION?

SEVEN THOUSAND PEOPLE in the United States would suffer a grievous disappointment if the advice of Mr. Gordon Craig and Mr. Bernard Shaw were taken, and their contributions to the Shakespeare Memorial Theater returned. Besides, what would become of the book of names to which Mayor Walker, under the very nose of "Shakespeare," has affixt his signature? When the theater at Stratford-on Avon burned a year ago last spring, people did not wait to be asked to help rebuild it. Shakespeare was taken as a world possession, and the perpetuation of his shrine was a world concern. Donations toward the rebuilding fund, we are told, began to come in from countries as far away as Egypt, Afghanistan, Siam, and Japan. English theatrical interests started at once to raise the necessary funds. But the sum needed was immense, and some of the hated gold that lies in American coffers could not be expected to remain idle and deny that it had a stake in the future of Shakespeare. The munificent gift of Mr. John D. Rockefeller, Jr., counts much, but the 6,999 other givers count more for the permanent interest in the great Bard. Perhaps Mr. Shaw and Mr. Craig wished to admonish their own country people in saying "Clear the Americans out of Stratford." Because they have turned Puritan, shall there be no more "hands across the sea"? But let us get at the story first, as *The Herald Tribune* gives it:

> "Mayor Walker, in the presence of William Shakespeare, personified, and 300 school children from the Mayor's home district, yesterday [December 21] signed the giant book which contains the names of more than 7,000 contributors to the $1,000,000 fund being raised by the American Shakespeare Foundation as this country's share in the international movement to rebuild and endow the Shakespeare Memorial Theater, at Stratford-on-Avon. The ceremonies took place on the city hall steps.
>
> "Surrounded by pages dressed in the costume of Shakespeare's time, one of whom held a large Elizabethan inkpot, the Mayor took a twenty-eight-inch quill pen from Shakespeare's hand, dipt it in the pot and smilingly placed his signature on the first page of the big book. Other signers on the first page include Charles Evans Hughes, David Belasco, John W. Davis, John D. Rockefeller, Jr., J. P. Morgan, Edward S. Harkness, Thomas W. Lamont, Walter W. Price, Elihu Root, Mrs. August Belmont, and Clarence H. Mackay. Herbert V. Gellendre, of the Laboratory Theater, took the part of Shakespeare. While the Mayor was affixing his signature the pupils of P. S. 38, at 9 Clark Street, gave the flag salute and later formed a flag arch through which the Mayor passed on his way into city hall."

On November 2, the London *Daily Telegraph* reviewed the efforts then accomplished toward rehabilitation, and paid a tribute to the American committee:

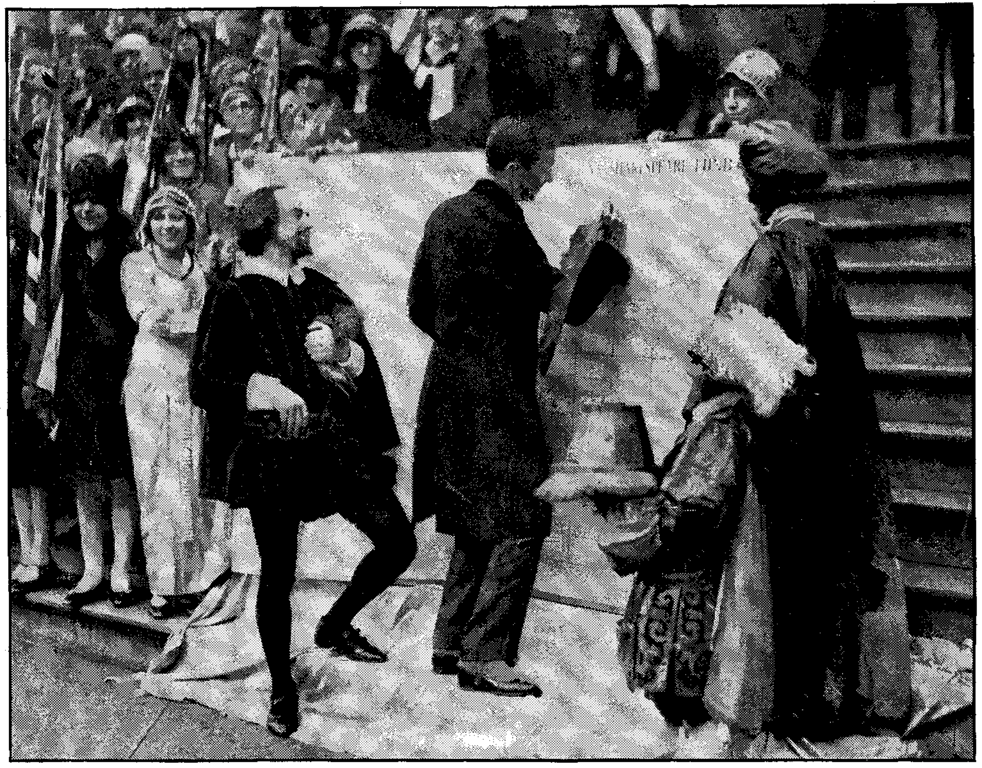
> "On March 6, 1926, the Shakespeare Memorial Theater at Stratford-on-Avon was burnt to the ground. Before the month was out the proprietors of *The Daily Telegraph* opened a fund for the building and endowment of a new theater which should be a worthy monument of Shakespeare and an academy of the art of the stage. In these columns was published a letter by the Prime Minister, by Mr. Ramsay MacDonald, by the Earl of Oxford, and by Mr. Thomas Hardy, in which an appeal was made for a national effort in this great undertaking as our own British share in a task which must needs call forth the eager energies of the English-speaking world. That appeal has been answered. That prediction has been fulfilled. We are able this morning to announce donations to the fund from the United States so generous that with our own British contributions the rebuilding of the theater in adequate dignity and the provision of some endowment are now assured. Further help is yet necessary for the scheme of the memorial to be realized in full, and the Shakespeare Theater at Stratford to achieve its possibilities of service to the English-speaking nations. But we may already say that success is in sight.
>
> "It has been attained in defiance of no common or calculable difficulties. When *The Daily Telegraph* first opened its subscription lists, the response was quick and generous. Not only those whose interests are bound up with the theater or with

literature, but all sorts and conditions of people gave their support. If the theatrical profession led the way, before many days had passed there were long lists from every class and every part of the country. A month had not gone by when £14,000 had been received. Then came the crash of the General Strike, and after that was overcome, the long anxieties, the wasting losses of the mining dispute. Worse conditions in which to appeal for money for an object not immediately utilitarian will not soon occur. Nevertheless, the effort was continued, and subscriptions still came in. A great cooperative effort by the theatrical profession, losing nothing of its brilliance by the postponement which the strike compelled, produced a memorable Shakespearian performance and brought the fund more than £1,800. Meanwhile, individual lovers of Shakespeare, schools, and societies, went on working and giving. It is the most striking proof of the interest of the general public in the Shakespeare Memorial Theater that at the end of this black year, 1926, the most anxious and the most dismal in our industrial history, the governors, adding to the fund the money received from the insurance of the old theater, have at their disposal a sum of more than £50,000. Even if the appeal had been made in a season of prosperity, it is not to be expected that the hundreds of thousands of pounds required to endow a Shakespearian theater could easily have been obtained from our own islands, nor, indeed, is it to be desired that the memorial to Shakespeare in his birthplace should be exclusively national. From the inception of the fund plans were made to bring its claims before the great English-speaking community in the United States.

"It was in the American schools and universities that interest was most easily aroused. Dramatic art, like other forms of imaginative literature, is a subject of specialist study in American universities upon a scale such as we do not attempt. The conception of a Shakespearian company at Stratford which should maintain a standard of spoken English, and in the intervals between Stratford festivals tour the United States showing how 'the tongue that Shakespeare spake' should be spoken, was found very attractive to the leaders of American education. But not less potent was the feeling that Shakespeare is part of the American inheritance, and that to honor his memory and to enrich their national life by his work is a task for Americans as well as for Englishmen."

The Theater Arts Monthly calls attention to the dissenting voices of Mr. Craig and Mr. Shaw:

"Mr. Gordon Craig and Mr. George Bernard Shaw seem to be united on one subject, and that is that it is a shocking thing to ask Americans—nay, to *permit* Americans—to contribute to the new Shakespeare Theater at Stratford. 'Clear the Americans out of Stratford,' says Craig. 'Stop this asking for help on behalf of Shakespeare. Who started it?' And again, 'Above all, stop any American interference. There are already too many Americans in control of things Shakespearian. The flower of Shakespearian drama is an English flower. Remember the lesson of those typewriting machines, and let us take a hint if we want to avoid having to obey an order.' And so, according to the latest cable news, Mr. Shaw adds his scorn of England's 'begging the Shakespeare Theater from the United States,' as something that 'surpasses anything that Irish mendicity ever achieved. . . . Any other country would have died of shame. England exults in having imposed upon Uncle Sam with her tale of deserving poverty. Stratford-on-Avon henceforth will be an extraterritorial enclave of the District of Columbia. Thank heaven, Ireland's National Theater, tho but a little thing, is her own!' Really now, that is 'going some.' We tremble to think what would happen if by any chance one of the American architects who were invited to submit plans for the theater should succeed in the competition. Why not let us have our little fun? Let us go on believing that if the flower of Shakespearian drama is an English flower, the flower of American drama, when it does bloom, will have come from the same root. Let us believe that Americans who give money for the Memorial Theater in Stratford are not making a fresh bargain but paying, quite happily, a part of an old debt. We may, of course, hope, and even say we hope, that with money enough in hand there will be at Stratford something more than a tin-and-tinsel playhouse—something really worthy of the Shakespeare tradition, which has not always (now has it?) thriven in Stratford. But it is not the money—you know it, Mr. Craig, you know it, Mr. Shaw—that makes a Shakespeare Theater. America can not give a National Theater to England no matter what it pays."


New York *Herald Tribune* photograph

MAYOR WALKER SIGNS UP FOR SHAKESPEARE

In the golden book of givers for the Memorial Theater at Stratford-on-Avon.

THE WOMAN TRIUMPHS—A twenty-five-thousand-dollar prize offered for a novel has been won by a woman. An equal sum offered for a novel written by a man is withheld, tho four hundred and eighteen entries were made and judged "not impressive." It is this contrast of success and failure that interests many, particularly the Providence *Journal*, where we read:

"The women may be considered as having a two-to-one chance at turning in something worth $25,000, for there were 973 of them who submitted manuscripts.

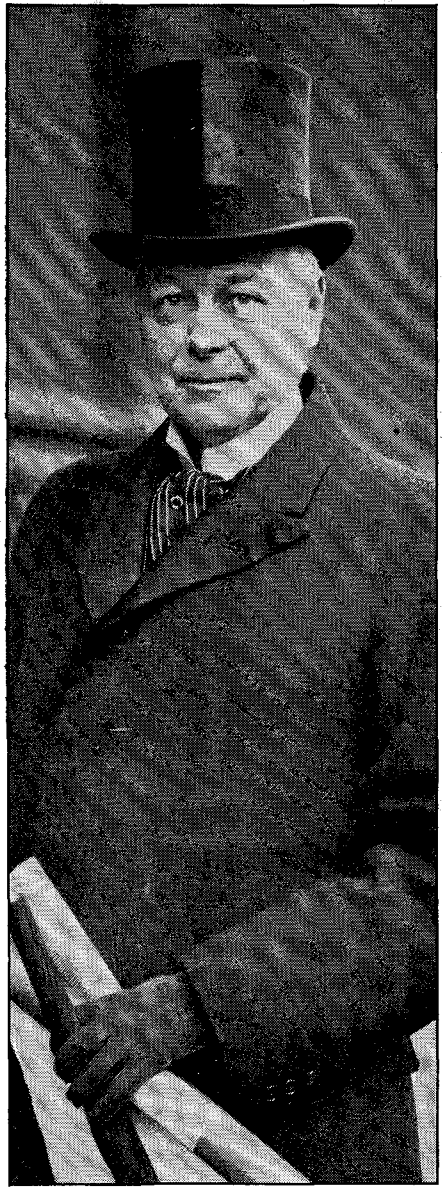
"However, the number of male contestants was sufficiently large to make any attempt at an alibi in their behalf seem silly. It is really an appalling thought that 418 men should exert themselves to write novels without producing a single manuscript of outstanding merit.

"So far as the statistical evidence in this case may serve as a guide, we are brought to the interesting conclusion that more than twice as many women as men are writing novels in the United States to-day. And as far as sex competition in the industry is concerned it is demonstrated that the women are writing better novels than the men. It is interesting to see the statistics substantiate what many critics have already declared. Whether women have a greater natural gift for fiction is perhaps not wholly proved, but at any rate they are doing a better job at it. Hats off, gentleman writers! There are ladies present."

RELIGION-AND-SOCIAL-SERVICE

THE CRISIS IN THE CHURCH OF ENGLAND

ROME OR THE REFORMATION—that is said to be the issue on which the House of Commons voted by a small majority against the revised Prayer Book of the Church of England and brought that communion to what the Bishop of Liverpool calls a "spiritual disaster." As interpreted by M. Farmer Murphy, of the London bureau of the Baltimore *Sun*, the vote means that the Commons is "anti-Catholic; that it is a triumph for the Non-conformist, or Protestant section of the Church, and that England, as represented in its popular legislative chamber, still clings to the ideas of the Reformation." As a matter of fact, however, the measure was defeated by a majority of only thirty-three, and among these, observes the Bishop of St. Albans, were Scottish Presbyterians, members of the Irish Church, Welsh Non-conformists—and one Parsee, Saklatvala of India. Actually, too, the defeat was a defeat of compromise, which was innate in the revised version of the Prayer Book, and which has been a characteristic of the Anglican Church. "It hath been the wisdom of the Church of England," says the preface of the Prayer Book, ". . . to keep the mean between the two extremes of too much stiffness in refusing and of too much easiness in admitting any variation from it." That, comments the Baltimore *Evening Sun*, seems to have been the guiding hand in the making of the revisions. "For the revisions sought on the one hand to satisfy the Feminists by eliminating the inequality between men and women, on the other to appease the High Church party by permitting the reservation of the Sacrament with its suggestion of the doctrine of transubstantiation, and at the same time to comfort the Evangelical group by allowing a choice of use between the new form of service and the old."



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OPPOSES THE NEW PRAYER BOOK

It is time for a split, says Sir William Joynson-Hicks, a member of the cabinet, who, in the Church of England crisis over the defeated revised Prayer Book, sides with the Evangelicals, and says, "Year after year the Anglo-Catholics lean nearer and nearer to Rome."

It should be recalled here that twenty-one years of labor had gone into the revision, and that the new version had gone before the two Houses of Convocation, back to the Bishops, then to the Church Assembly, and from that body to the Ecclesiastical Committee of Parliament, then to the House of Lords, only to be defeated in the House of Commons. It was a crushing and unexpected blow to the Anglo-Catholics, and the venerable Archbishop of Canterbury, an ardent supporter of the new book, was led weeping from the Peers' gallery in the Commons. While disestablishment is freely predicted, it seems by no means certain that the Bishops will not find a solution and thus save the Church its endowment, and at the same time give it spiritual autonomy. Dispatches say that effort will be made to clear up passages in the new book said now to be widely misunderstood, especially that relating to the Reservation of the Sacrament, the chief point at issue. But whatever fate lies in store for the Church of England, it is certain that it has now reached a crisis, significant to Non-conformist churches as to itself. The Evangelical view is, perhaps, as well stated by Sir William Joynson-Hicks, Home Secretary, as by any other. Sir William took an active part in defeating the new book in the House of Commons, and in an interview later with the London *Daily News* he says frankly that the time has come for a split between the Anglo-Catholics and the Evangelicals. As he puts the situation:

"Two views can not exist in the same Church. Lord Halifax, the Anglo-Catholic leader, is frankly striving for union with Rome. I am striving for union with the great Non-conformist churches. It is impossible to reconcile the two points of view. There is a limit, and I think we have reached it, and that the time has come for a definite split between Anglo-Catholics and Evangelicals.

"Year after year the Anglo-Catholics lean nearer and nearer to Rome, and are indulging more and more in illegal practises. The time has come when we in the genuine Church should say: 'No, you must not go any further.' Parliament has said it for us. Time was when Evangelicals made room for Anglo-Catholics by leaving the churches where Anglo-Catholic doctrines were taught. We avoided trouble and kept the peace.

"Then the Prayer Book focused the spotlight on their doings. England woke up. The Bishops in their desire to reconcile the Anglo-Catholics and find a Prayer Book which would please them, lost sight of the intense cleavage in doctrine and intense Protestantism which will survive in England.

"It is an obvious and natural feeling that while the disloyal clergy who adopt practises and teach doctrines which the Church calls blasphemous, fables and dangerous deceits may be acting according to their lights, they can not honestly take the pay of the Reformed Church which they defy. They must decide for or against Rome. If they are for Rome they must go to Rome, and not continue in the Established Church.

"I can not conceive of any compromise on the Holy Communion service which must involve a change of doctrine. The Archbishop of Canterbury has admitted himself that he fought against legalization of the reservation, but gave way to placate the extreme men."

The new ritual as it appears in the revised Prayer Book is already largely in use in many Anglican churches, and Lord

Birkenhead, Secretary of State for India, one of the new book's supporters, takes cognizance of this situation in a strongly worded declaration quoted in the New York *Times.* He says that the speeches against the new book could have been competently answered by a schoolboy, and goes on:

> "Irish, Scottish and Welsh voters, reenforced by the moral authority on such points of Saklatvala, refused to follow the course which with great decency was pursued by the Roman Catholic peers and members of the Commons. These in fact constituted a majority against the proposals.
>
> "The resulting situation confronts us with bewildering paradoxical prospects. How, for instance, can it be expected that any Bishop should treat as improper what 95 per cent. of his Episcopal colleagues declared proper, and a majority of the representatives of the English constituencies equally declared proper?
>
> "I reach therefore the conclusion that the hysterical decision which the Commons, influenced by very crude no-popery speeches, reached is condemned to complete futility. For while it denied the Church the right to use the amended Prayer Book it completely deprived the Church of the slightest moral right to correct any incumbent who adopted it.
>
> "The result will and must be that the Commons, which in one hectic evening imagined it had destroyed the new Prayer Book, really in effect conceded it the force of a vogue probably on the whole stronger and less assailable than it would have possest if more sensible opinion had prevailed in the Commons.
>
> "Everything, it seems, is to be stereotyped in the year 1662. A 1662 man could be hanged for the larceny of ten shillings, a witch could be drowned or burned, and a doctor of medicine knew little except that his patients ought to be blooded. It would be as sensible to suppose that the painstaking, conscientious but very imperfectly educated theologians who prepared the Prayer Book in 1662 said the last word on the ceremonial of worship in the Church as to suppose that Shakespeare was not less unfitted for his particular task, and had said the last word in development of the English language.
>
> "Protestantism in these realms was not originally asserted, nor is its ultimate destiny to be preserved by insistence upon emblems. It depends on the strong Protestant spirit of the population of these islands."

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FAVORS THE NEW PRAYER BOOK

Lork Birkenhead characterizes the action of the House of Commons in defeating the revised Anglican Prayer Book as a "hysterical decision" which will make the vogue of the rejected version "less assailable than it would have been if more sensible opinion had prevailed in the Commons."

Perhaps no question in recent years has so profoundly stirred the British people as this of proposed changes—already widely accepted and in use—in the Book of Common Prayer of the Established Church. For months past the English papers have been crowded with letters dealing, pro and con and from almost every angle, with the proposed revision, and, says the Washington *Post,* "the tenor of these communications left no doubt that the spiritual and the thinking element of the British population was stirred to its depths." Here, too, reams have been printed on the situation, with much accompanying editorial comment. As the Philadelphia *Inquirer* views the situation,

> "In England an Established Church is becoming more and more an anachronism. The argument that it is a national Church can not be maintained in view of the growth of the Roman Catholic Church and the free Protestant churches. To make the Church of England subservient to Parliament means that many who are not members may legislate for it. For a century and more this anomaly has grown increasingly distasteful. English love for the ancient ways has so far prevented a change. But the action of the House of Commons, led by the Home Secretary, who set himself up to oppose the Prime Minister on this point, will give the advocates of disestablishment new energy. It must be intolerable to many English churchmen that Sir William Joynson-Hicks, popularly known as 'Jix,' should have more power in such a matter as Prayer Book revision than the Archbishop of Canterbury."

To Americans, notes the Cleveland *Plain Dealer,* it may appear odd that Parliament has final authority in passing upon a wholly religious or theological question, and we are told:

> "It is already seen as threatening a disruption of the State Church, and in the event of such disruption there may be complete disestablishment. It is absolutely certain that if the Church of England is rent in twain, both divisions will not enjoy the benefits of establishment, and it is considered probable that neither will be favored by State support."

JEWS FOR TEACHING THE BIBLE

NEW ZEALANDERS WHO ADVOCATE placing the Bible in the schools are working strenuously to that end, we read, and have procured testimony which the New York *Christian Advocate* (Methodist) says ought to be valuable to those in America who are engaged in similar effort. For example, the New Zealanders sent a questionnaire to the masters of the leading Jewish schools in London, which, with some of the results, is summarized in *The Advocate:*

> "1. Do you consider a strictly secular system of elementary education, cutting out all Bible work, a right and proper education system?
>
> "2. Is an ordinary English education complete without a knowledge of the English Bible?
>
> "3. Would Bible-reading increase a boy's vocabulary and give him a better command of the English language in its purity?
>
> "4. Would Bible lessons be a factor in the formation of character and an aid to good citizenship?
>
> "The headmaster (L. Cohen) of the Stepney Jewish School, Stepney Green, London, where 889 Jewish children are being educated, replied to No. 1, 'No'; to No. 2, 'No'; to No. 3, 'Undoubtedly, it is the finest medium'; to No. 4, 'Yes,' and comments as follows: 'In all my remarks, I presuppose the reading of the Bible by children themselves under guidance and supervision. Bible-reading, if only for the beauty and loftiness of its language, forms part of my scheme of literature here. I may add that every pupil confirmed is presented by the school managers with a Bible.'
>
> "A. H. Hyams, headmaster of the Real Street L.C.C. School, London, E., where in 1904 1,090 Jewish children attended, and 932 were of foreign birth and parentage, replied: 'Bible lessons would be of great value if the basis of the teaching were: "Love thy neighbor as thyself, even if thy neighbor be an alien." As a headmaster I say that merely lip service is done to this moral law, and that a good deal of religious teaching is divorced from

life. Such teaching is futile, whether carried on in the school or in Parliament, or anywhere else. By all means teach the Bible, in the spirit of the Bible, real tolerance and brotherly love.'

"L. G. Bowman, headmaster of the Jews Free Central School, Bell Lane, London, E., where, in 1904, 3,452 children attended, of which number over 1,000 were foreign-born, replies to No. 1, 'Certainly not'; to No. 2, 'No'; to No. 3, 'Yes'; to No. 4, 'Yes'; and comments as follows: 'It is a matter of surprize to me that a responsible English body of citizens can have any doubts as to the value of the Bible from a cultural and moral point of view—quite apart from any religious question.'"

"Such liberality on the part of Jewish educators," observes *The Advocate*, "ought to silence the Jewish objectors, whether in New Zealand or New Jersey. And such tolerance of the Christian's sacred book ought to strike some Anti-Semitic Christians dumb."

TO TREAT CRIME AS A DISEASE

ONE OF THE MOST DRASTIC PLANS for reforming the criminal law that has been offered in half a century, according to a political correspondent at the New York State capital, is the recent suggestion of Governor Smith, of New York, that the sentencing power be taken away from trial judges and placed in the hands of a State board of high-salaried experts. The Governor does not ask that his ideas along this line, involving an amendment to the State Constitution, be put into effect now; instead, he recommends that they be made a subject for investigation by the State Crime Commission, of which State Senator Baumes is chairman. The Governor would leave to juries only the power to render a verdict as to the guilt or innocence of the accused, and would then have the penalty and ultimate parole or release of the convict determined by the board of expert psychologists, psychiatrists, and students of criminology. In other words, as some interpret it, he would have the prisoners dealt with as victims of diseased mentalities, rather than as deliberate criminals. The board would determine whether the convicted person should go to an insane asylum or to prison. As the New York *World* explains:

> "Under this plan, judges and juries would proceed much as they now do in criminal trials. Misdemeanors would be punished as they are now. Convicted felons would be taken to a clearing-house, where they would be examined by highly paid experts and their punishment decided upon after full observation in accordance with the mental condition and the degree of curability of the individual.
>
> "This proposal to scrap the time-honored solemn sentence of the court of trial is so radical, it deals with a subject so immensely important, that hasty decision would be inadvisable. But the Crime Commission may well take it into consideration."

Such a plan, it is argued, would relieve the courts of much of the sensational and farcical insanity pleas which, as one paper expresses it, "so often turn our courts into cheap and vulgar vaudeville displays." In the opinion of the Philadelphia *Inquirer*, the Smith recommendations are "the most far-reaching" that have been put forward in years. The Governor, points out the Detroit *Free Press*, "has had many opportunities to review criminal cases laid before him in the course of applications for pardon and reprieve, and the suggestions he makes, altho startling, should not be laid aside merely because they are novel." According to the Albany *Knickerbocker Press*, the Governor said at a recent meeting of the Crime Commission:

> "I don't think a judge should have the power to sentence a man to death. Many criminals get away because a jury will not return a verdict of guilty in the first degree because it balks at the idea of shuffling a man off into eternity.
>
> "The jury should determine only the question of guilt or innocence. The case then should be turned over to the State for submission to a board of the highest-salaried men in our employ.
>
> "The members of this board should include psychiatrists, alienists, lawyers, and experts. They should be paid at least $25,000 a year each. This board should also be given the power to recommend the transfer or parole of prisoners."

This plan, if adopted, "would establish a precedent in handling crime in the United States," observes the Albany correspondent of the New York *Herald Tribune*. It might cost a million dollars a year, admits the State Executive. But, declares the New Haven *Register:*

> "The element of cost is not so important as the result. Placing felons in dark cells has been tried for centuries, and has accomplished nothing toward the betterment of the world. The present system is incongruous and needs to be supplanted by methods that modern science can recommend with some assurance that they will perform better service."

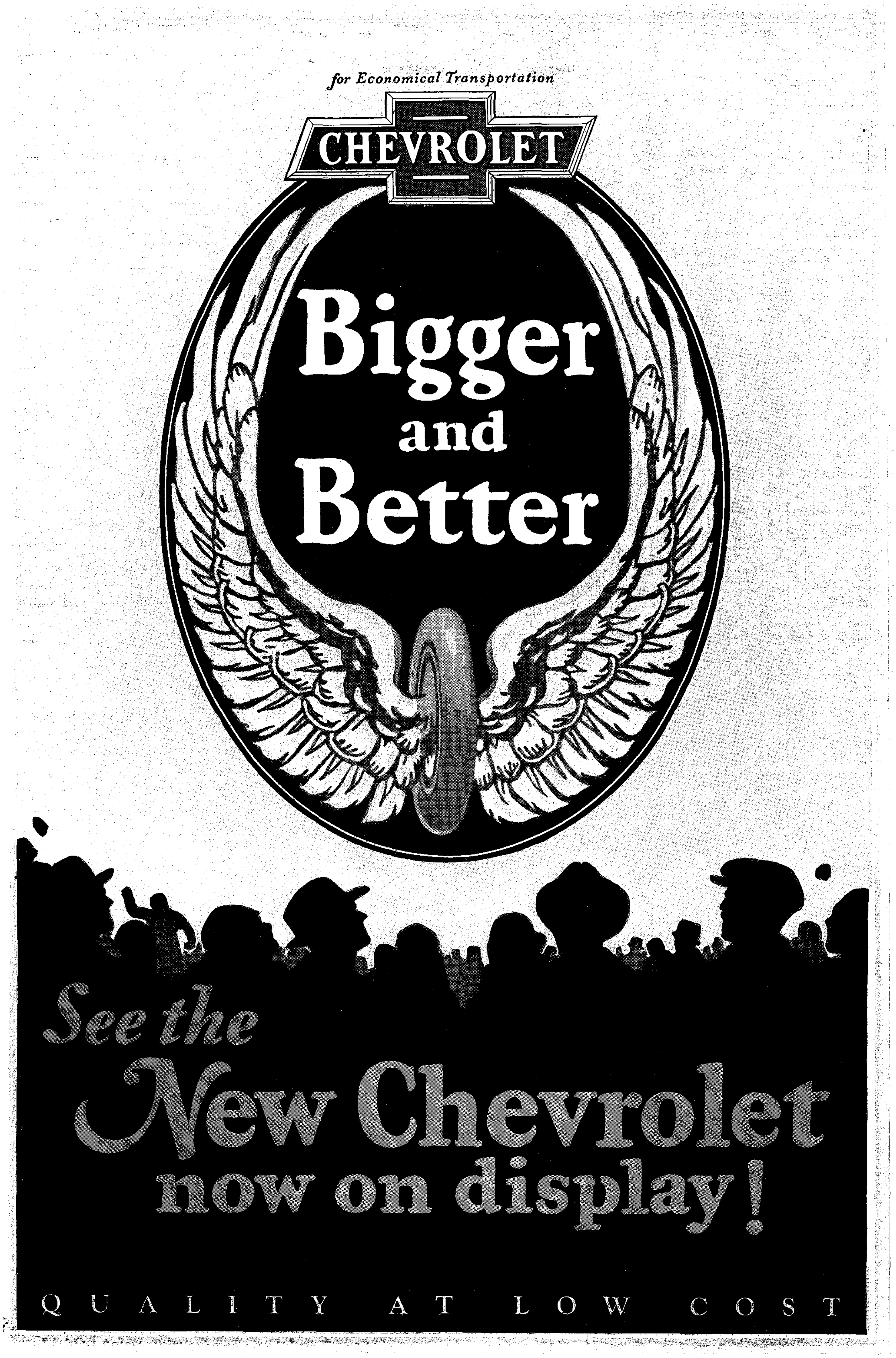
This, briefly, is the attitude taken by the New York *Evening World*, New Haven *Journal-Courier*, New York *American* and other Hearst papers; by District Attorney Banton, of New York, and Warden Lawes, of Sing Sing Prison. Lemuel F. Parton, in a Consolidated Press dispatch, quotes Clarence Darrow, the well-known criminal lawyer, as saying:

> "I regard this suggestion as an important step toward a scientific treatment of crime. Fixt terms of punishment for different crimes are in no sense scientific. It would be just as sensible to decree that any person suffering from a certain disease should be sent to a hospital for a fixt time and then discharge him, regardless of whether or not he has been cured."

But others maintain that such a radical departure from the established order as Governor Smith suggests should not be made without careful consideration. Many editors feel a great deal of sympathy for the plan, but doubt that it would work in practise. This is the feeling of the New York *Evening Post*, Raleigh *News and Observer*, St. Joseph *News-Press*, Manchester *Union*, and other dailies. The trial judge, they maintain, is in a better position than anybody else to determine the just deserts of a convicted criminal.

"Much of the protest against present conditions," asserts the Manchester paper, "arises from the work of parole boards of one sort or another. And the commission which Governor Smith favors would be very like one of these parole boards." A board of scientists, the Knoxville *Journal* fears, "would be prone to forget the best interests of society in their scientific study of their subjects." Other dailies which fall in line with the critics of the Governor's startling plan are the Charleston (W. Va.) *Mail*, New York *Herald Tribune*, Brooklyn *Eagle*, and New Orleans *Times-Picayune*. In the first place, it is explained, the State board would not have direct contact with the trial: it would get its evidence second-hand. And, as an unnamed New York attorney reminds us, the members of the commission would of necessity be paid political appointees. As the Albany *News* observes:

> "Presumably the Governor is acting on the theory that those that commit crime are mentally diseased, and that they should be so considered and so dealt with.
>
> "It is a dangerous thing to let persons disposed to crime think that they will be dealt with primarily, not as lawbreakers, not as criminals, but as persons mentally sick. The last resort of the murderer is the plea of insanity. There is too much of that pleading. It might be argued that this would be settled definitely by the board of experts and that the jury would simply determine whether or not the man had committed a murder, but the very assumption that a man who kills may be insane is dangerous. It can not be admitted to practise. To set up that the criminal is mentally ill would open the door to an assumption that a man has an excuse for his crime.
>
> "The theory of the law is not the punishment of the criminal but the protection of society. But there must be punishment or there will be no deterrent of crime. These recommendations would make more uncertain the punishment of crime. They may be based on humanitarian motives, but the best humanitarianism is that which protects the rank and file, the honest and law-abiding, and does not throw further safeguards around the criminal."


for Economical Transportation
CHEVROLET
Bigger
and
Better
See the
New Chevrolet
now on display!
QUALITY AT LOW COST

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

SOMETIMES our selection of poetry grates on certain readers. They blame us and not the poets. "A stream can not rise higher than its source." Moreover, the poets choose to give their attention more to mundane themes. Joseph Auslander, who with Frank Ernest Hill issues "The Winged Horse, the Story of Poetry and the Poets" (Doubleday, Page and Company), offers this picture of the case:

We who were prophets and priest-men
For the Kings of the East and the Eastmen,
The bugles of God to the beast-men,
His terrible seal on our brow—
Physicians of music and makers
Of language and law and the breakers
Of battle, strength-lifters, heart-shakers—
We are nice poets now.

And we sip cups of tea, nibble crumpets,
And we celebrate ninnies and strumpets,
While the rust bites the throat of the trumpets
And the ram's horn hangs on the wall;
And the fifes of the Lord are polluted
With melodies tickled and tooted
Out of the stops that once fluted
Tall silver songs for King Saul.

IN the New York *Times* are fine lines on the fine performance of "Electra" by Miss Anglin. The climax of the poem, tho, is a little robbed of its effect by the reflection that the "cry of triumph," so theatrically effective, is nevertheless not Sophocles but Miss Anglin:

ELECTRA

BY CHARLES PHILLIPS

(For Margaret Anglin.)

Wake not my dream—leave me my dear belief—
The lithe, bronzed torch-boys with their kindled flame
Caught from the self-same stars that softly came
To gaze on Argos and the maiden's grief:
The sacrificial altar, horn and sheaf,
The crimson Mother—she whose very name
The virgin daughter in avenging shame
Breathes loathingly, to cry for Heaven's relief.

How like a wounded bird that beats its wings
Against the crowding fates, with tender wail
Telling in cadenced sorrow all her woes
To the deaf heavens, proud Electra goes.
Then sudden—till the shaken stars grow pale—
Up through the night her cry of triumph rings!

SOME one who does not forget writes this for *The New Adelphi* (London). There is a personality created in the fourth stanza:

DIRGE (1915)

BY FRANCES CORNFORD

We who must grow old and staid,
Full of caution and afraid,
In our hearts, like flowers, keep
The love of you, until we sleep.

You the courageous, you the young,
You of the thousand songs unsung—
The burning brain—the ardent word—
You the lovely and absurd.

Surely on that Galician plain
Your ghost is arguing again?
Ruined trench and riven tree
Hear your: "O, I *don't* agree!"

We, who must grow staid and old,
Full of caution, worn and cold,
Will in our hearts, like flowers, keep
Your image, till we also sleep.

Two poems from *The London Mercury* of very different caliber. In the first it is easy to see who companions the traveler. The second may serve for one of the popular poetry puzzles:

THE JOURNEY

BY DUNCAN CAMPBEL SCOTT

As I set out in sunlight,
Happy as a boy,
I raced through a wonderland
All alone with joy.

But when I was breathless,
Along before noonday,
I knew another traveller
Was walking my way.

Without the beat of footfall
I knew that he was there;
That he was sober-minded,
I was well aware.

He seemed to have no business
But just to tramp along,
No chuckle for my laughter,
No echo for my song.

I plod the shadowed highway
With less of laughter now,
But with a turn for musing
And with a calmer brow.

Still my reserved companion
Keeps up the dogged pace;
He is the sort of walker
That wins in every race.

He is alone as I am,
We're nearly side by side;
I go as proud as he does
And with as bold a stride.

At some appointed moment,
All shrouded in the mist,
He will reach sudden forward
And catch me by the wrist.

A MACARONIC SONNET

BY EMMA GURNEY SALTER

So all day long the noise of battle roll'd
While the still morn went out with sandals gray:
The curfew tolls the knell of parting day,
The owl, for all his feathers, was a-cold.
Who would, has heard Sordello's story told
Think, in that battered caravanserai
There were his young barbarians all at play,
Even them who kept the truth so pure of old.
She must espouse the everlasting sea,
And may there be no moaning of the bar;
I am borne darkly, fearfully, afar,
When I have fears that I may cease to be,—
Ancestral voices prophesying war,—
Pompilia, will you let them murder me?

THE saviors of Rome seldom win such a tribute as this in *The American Poetry Magazine*. Perhaps because their cackling has made us insensible to their esthetic appeal:

GEESE

BY CHARLES WINKE

Oh, swans are lovely; lovely, too, are geese
White in a greensward, dreaming on a stream,
On whose calm surface lilies they might seem.
I have seen geese in proud procession gleam
Bright as high sailing clouds, whiter than fleece
Or crested seas, white as the soft increase
Of tranquil snowfall and as filled with peace;
Their beauty is like beauty in a dream.

I have seen them, when summer's heat brings rain
In driving gusts, stand with their heads held high
Facing the downpour—O, before you die,
Would you might see them when the sun again
Shines on their dazzling whiteness, and they fain,
Impelled by some wild ecstasy, would fly.

The Irish Statesman (Dublin) brings us verses from a new volume, "The Branch of Hawthorne Tree" (London). They are obviously not the whole of the poem, but they picture an idyllic existence; such, however, that this Irish critic, "Y. O.," believes to reside in the poet's heart rather than in

FRENCH PEASANTS

BY MONK GIBBON

Those going home at dusk
Along the lane
After the day's warm work
Do not complain,

Were you to say to them,
"What does it mean?
"What is it all about
"This troubled dream?"

They would not understand
They'd go their way,
Or, if they spoke at all
They'd surely say

"Dawn is the time to rise,
"Days are to earn
"Bread and the mid-day rest
"Dusk to return.

"To be content to pray,
"To hear songs sung;
"Or to make wayside love,
"If one is young. . . ."

One who had questioned all
And was not wise
Might be ashamed to meet
Their quiet eyes.

All is so clear to them,
All is so plain,
Those who go home at dusk
Along the lane.

SOMETHING that smacks more of old-world and old-time songs than of to-day. But *The Vancouver Province* would have us take it again:

A SAILOR'S WOOING

BY MARION JACKSON

My love came up from the water front
On a golden afternoon:
His step on the curb rang sharp and clear;
He held his head like a grenadier
And whistled the "Brig o' Doon."
My love looked up when he met me there,
With a glint in his bright blue eye.
But he doffed his cap with as grave a grace
As if to a queen in silk and lace,
Instead of to little Vi!
My love spoke up in his pleasant voice:
"And where are ye bound?" says he.
"With so trim a little craft by his side
A sailor sure might be satisfied:
Will ye cruise, my lass, with me?"
My love has bought me as fine a ring
As a sailor's bride need wear;
The chain of coral about my neck
(As creamy white as his frigate's deck),
And the amber comb in my hair.

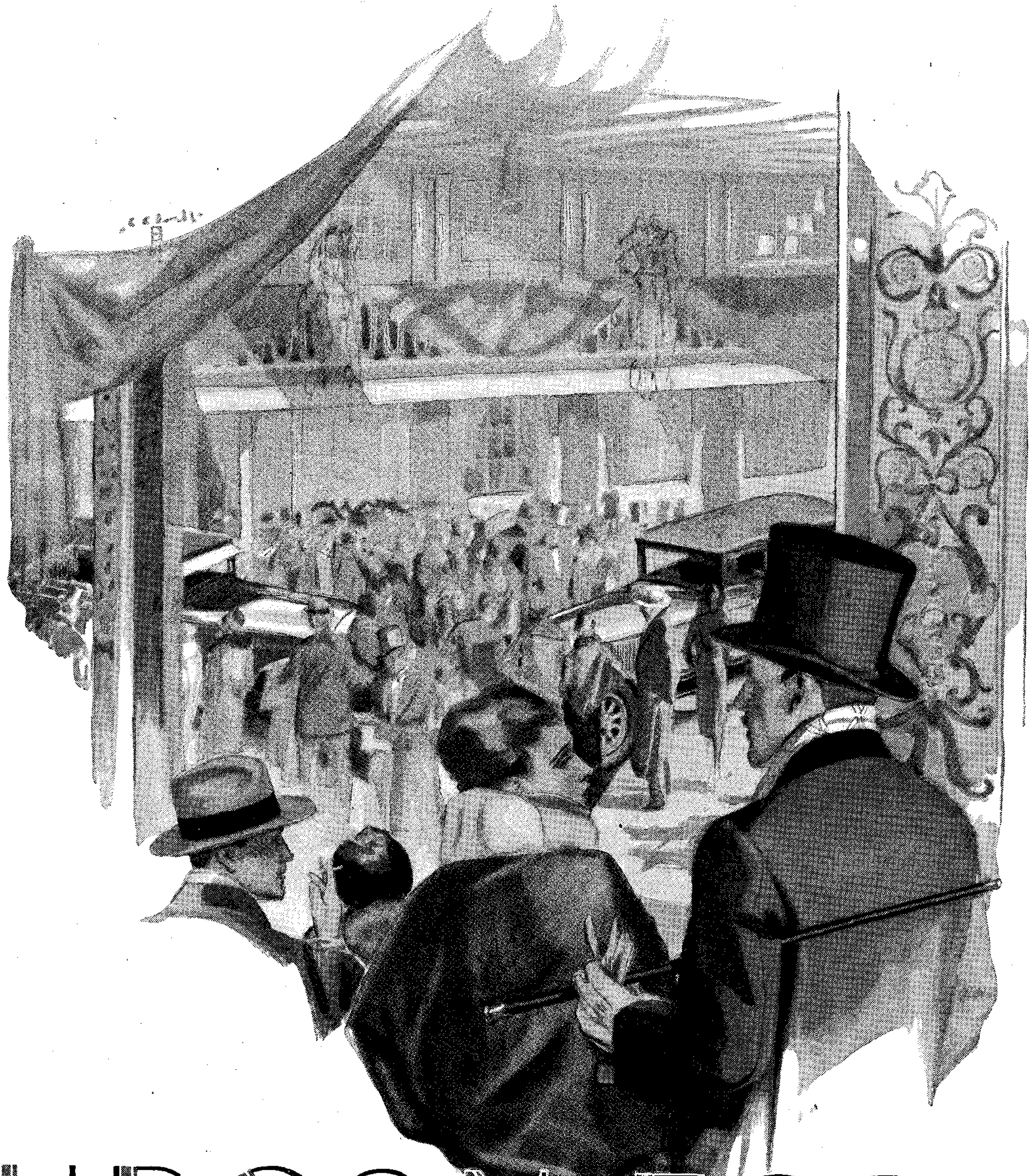
HOW nature plays us sullen little tricks is humorously set forth in *The Prism* (Kansas City):

LEE'S SISTER

BY ELLIE TATUM DIEHNEL

I disliked Lee's sister and she disliked me,
But I promised Lee gladly, for worthy was he;
"I shall marry my lover, not her, nor his mother."
I boasted, "nor other relation . . . just Lee."

The years glided swiftly, for happy were we;
God gave us three children. The first of the three
Resembles Lee's sister. . . . So like her, O Mister!
Did I marry Lee's sister when I married Lee?



HUDSON-ESSEX

ARE SHOWING

New Models

* * *

that reflect Tomorrow's

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Christens this New C

Hupmobile Raises Curtain on Century Eight

Latest and greatest creation in straight eights—the new Century Eight—introduced at New York Show. More electrifying, even, than the Six of the Century. Be prepared for a revelation in new beauty, new style, new results, greater value.

Hupmobile rides into the new year on the gre
est wave of enthusiasm engendered in years.

By virtue of public acclaim growing greater d
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of creating the Six of the Century.

The car's new beauty—its surpassing design

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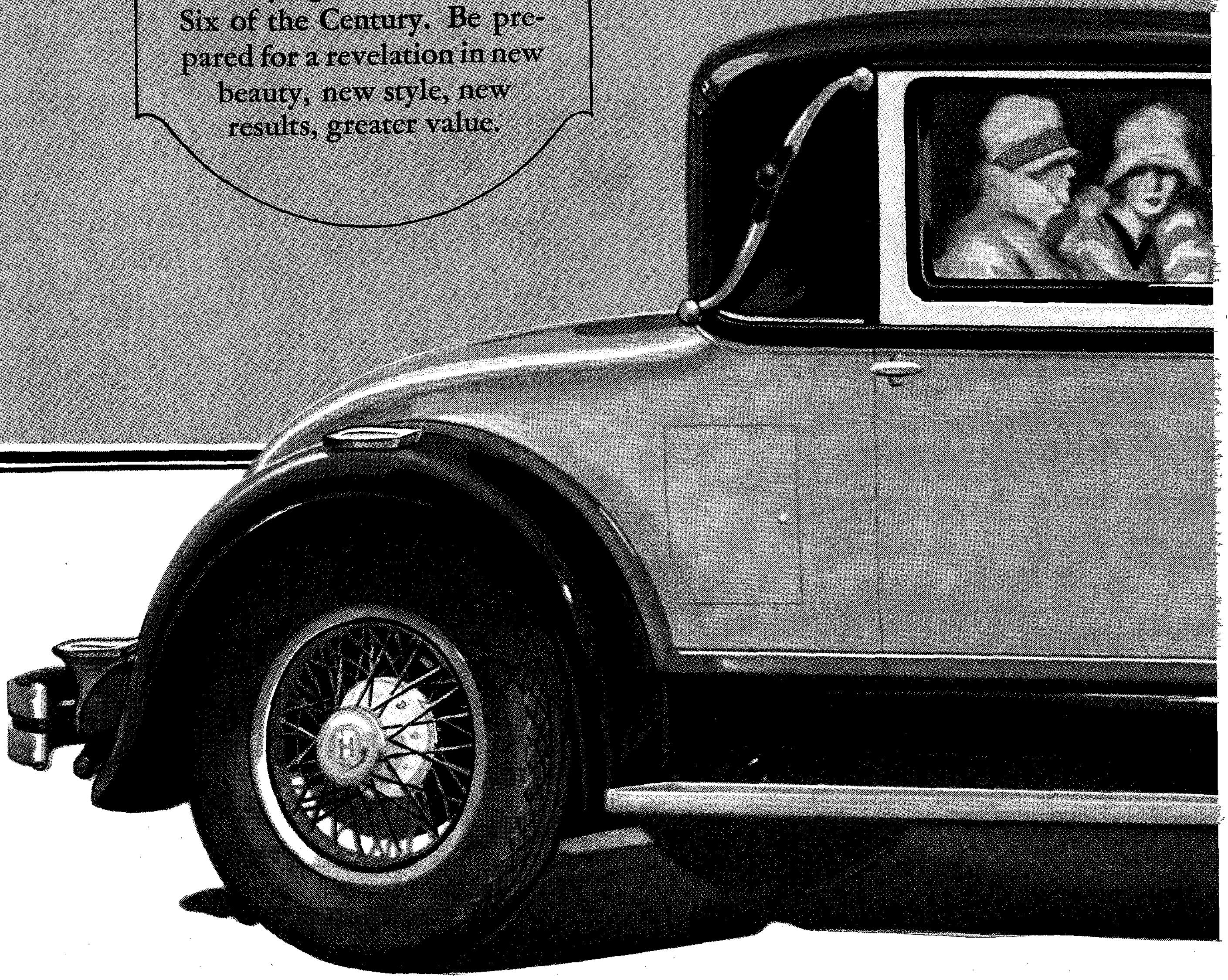

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Success
he Six of the Century

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s do not experience once in a decade.

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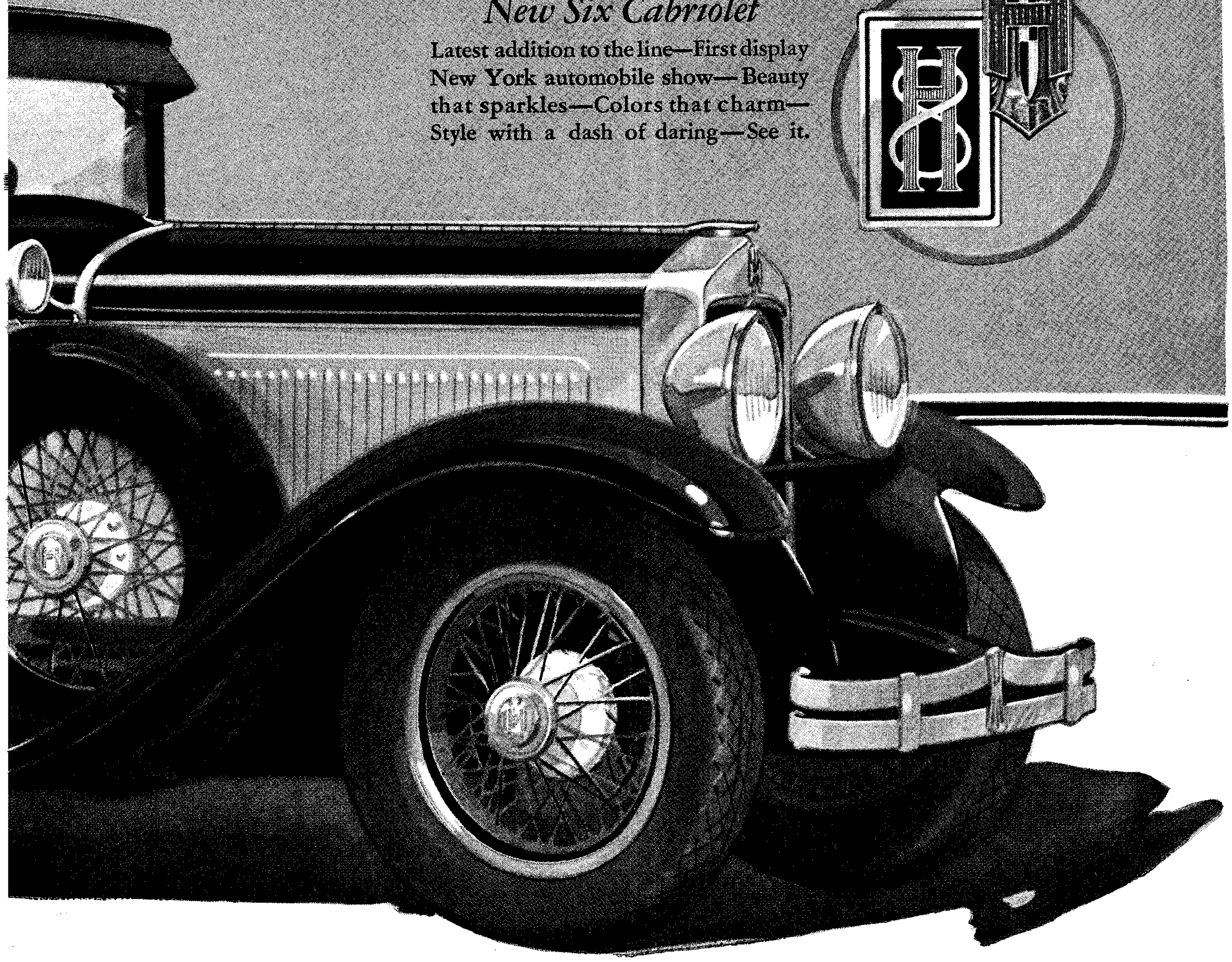
tely captivated by the car's uncom-
ness and well aware that, being a
, its beauty clothes the highest mechanical excellence, and performance of the most extraordinary and impressive character.

The Six of the Century—for so the public has christened it—is nothing less than a triumph, and that triumph sweeps on to greater heights every day. To protect yourself see your dealer at once.

BILE *The Car of the Century*

New Six Cabriolet

Latest addition to the line—First display New York automobile show—Beauty that sparkles—Colors that charm—Style with a dash of daring—See it.



ST CAR OF ITS CLASS IN THE WORLD

Seemingly safe with teeth so white

YET...

Pyorrhea
Ravages 4 out of 5

MANY, many people while in the heyday of life are relegated to the background—unwilling spectators who have surrendered health to Pyorrhea.

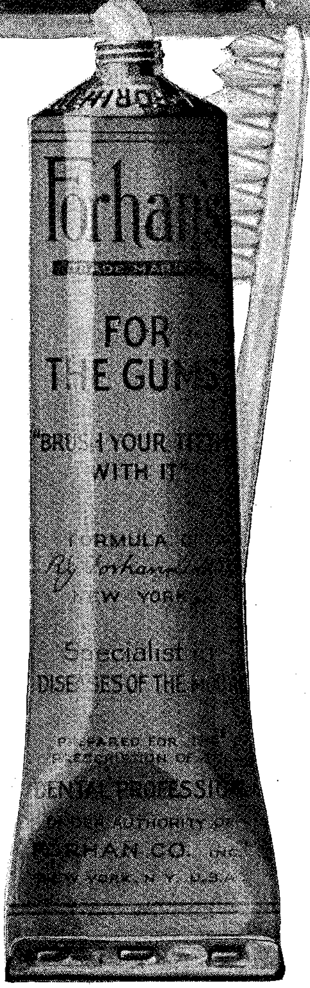
This grim enemy attacks the unwary. Although teeth may be clean and glistening white, the gums break down. And Pyorrhea poison moves through the system, often causing such serious troubles as stomach disorders, anemia, neuritis, and facial disfigurement. Its toll is 4 persons out of 5 after forty and thousands younger.

These odds are unfair. Because it is so easy to keep teeth clean and sound and at the same time safeguard health against Pyorrhea.

More Than A Toothpaste

Just follow this simple regime: See your dentist once every six months. Have him examine teeth and gums thoroughly. And start using Forhan's for the Gums today.

Without the use of harsh, dangerous abrasives, this dentifrice keeps teeth clean and pearly white. It protects them against acids which cause decay.



And moreover, it is designed to keep gums firm and healthy and to thwart dread Pyorrhea. So, as health insurance, start using Forhan's now.

The formula of R. J. Forhan, D. D. S., this dentifrice contains the correct percentage of Forhan's Pyorrhea Liquid, the preparation used by dentists in the treatment of Pyorrhetic conditions. If used regularly and in time, it protects precious health. As a massage for exercising gums it keeps them sound and healthy.

It is folly to wait for flashing signals, for gums to bleed and to recede from teeth, for teeth to loosen in their sockets. Prevention is the sensible course.

Morning and night, every day, use Forhan's for the Gums. Teach your children this good habit. They'll like the pleasant taste of Forhan's. And it is the means of safeguarding health, beauty and youth. At all druggists—in tubes, 35c and 60c. Forhan Company, New York.

Formula of R. J. Forhan, D. D. S.

We Were Right

The tremendous success of Forhan's Antiseptic Refreshant proves that more and more people are realizing the importance of the correct practice of oral hygiene. Every morning and every night they use this Antiseptic Refreshant as a mouthwash. It is powerful, refreshing and safe. It protects mouth, nose and throat from infection and keeps breath sweet. Try it. 35c and 60c in bottles.

Make This 10 Day Test

Lazy, lethargic gums invite disease. And the only way to keep them firm, sound and healthy is to massage them daily just as a woman massages her face to keep it glowing with youth and free from the signs of age. Forhan's for the Gums is designed for gum massaging. Make this 10 day test. Morning and night, before brushing your teeth with Forhan's, exercise your gums, closely following the directions in the booklet that comes with each tube . . . See how much better they look and feel!

Your Teeth Are Only As Healthy As Your Gums

Forhan's *for the gums*

MORE THAN A TOOTH PASTE . . . IT CHECKS PYORRHEA

MOTORING·AND·AVIATION

“LINDY”: THE ADVANCE AGENT OF THE AIR AGE

“WHO WOULDN’T FEEL SAFE with such a pilot as Lindbergh?” exclaimed President Calles, after a taxi joy-ride over the Valley of Mexico with the world’s most famous bird-man. And the Mexican President’s compliment serves to remind aviation students of Colonel Lindbergh’s astonishingly well-earned prestige as an aviator pure and simple, apart altogether from his parallel prestige as “Our Greatest Friend Maker”—so the Brooklyn *Eagle* dubs him—as America’s journeyman “Ambassador without Portfolio,” as the tactful hero who is drawing Pan-America together in bonds of emotional sympathy, as the Admirable Crichton of modern youth, and, in Chaucer’s words, “a veray parfit gentil knight.” Apart, also, from the too facile attribution of “luck” in connection with his grueling achievements as a practical professional airman. When these lines reach the reader’s eyes, “Lindy” will probably have flown from Mexico on another stage of his projected tour of Central America, making more friends for his grateful country, giving the world a further exhibition of his consummate mastery of the flying art, and stimulating the evolution of aviation in all lands, as he has already stimulated it in Mexico. As a result of his visit to that country, we learn from a Mexico City dispatch in the New York *Times*, the Government “will attempt to establish air-mail routes to reach every important city in the republic. Nothing,” adds the correspondent, “has shown the tremendous enthusiasm for the ‘Ambassador of the Air’ more clearly than the way in which his opinion as to the use of aviation to Mexico has been accepted by the Government. The decision to form a civilian aviation school and establish air-mail routes became known soon after Colonel Lindbergh had been the guest of the Department of Communications at a buffet luncheon this morning. Eduardo Hay, Under-Secretary of the Department, is an enthusiastic supporter of aviation and realizes its great value in a country so mountainous as Mexico, where railroad communication is therefore slow.”

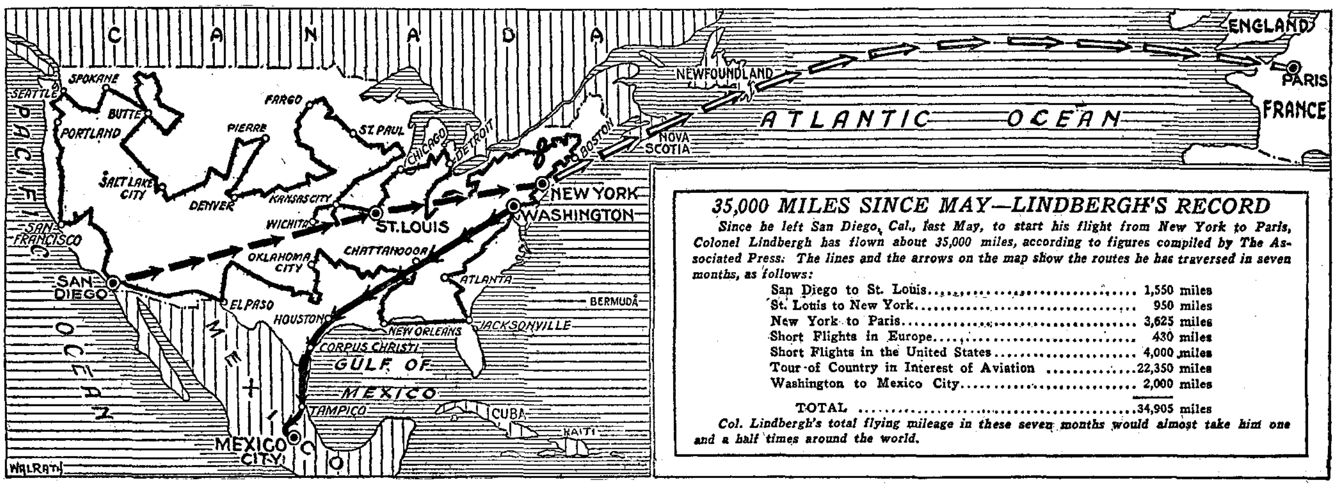
Acme photograph

WELCOMING THE *SPIRIT OF ST. LOUIS* TO MEXICO

Colonel Lindbergh is aloft, over the hangars at Valbuena Air Field, after his long hop from Washington.

Meanwhile Mr. H. I. Brock gives us, in the same newspaper, a summary and analysis of Lindbergh’s flying exploits from his start from San Diego for New York and Paris to his arrival at the Capital of Mexico—“a nearly 100 per cent. performance, including an incredibly exact adherence to schedules,” remarks Mr. Brock, adding:

> It has been so in spite of the fact that the field of his operations, that of human flight, is said by so eminent a mechanical authority as Henry Ford to be one in which the machine counts only ten in a hundred against ninety for the man who drives it. Ford said that three years ago, when he first began to manufacture aircraft, but he insisted it was still true only last August when he let Lindbergh take him for his first aerial joy-ride.
>
> On that basis the Ryan monoplane with its Wright Whirlwind motor, which has flown several more thousand miles than are needed to girdle the earth, which has crossed the Atlantic, which has



35,000 MILES SINCE MAY—LINDBERGH’S RECORD

Since he left San Diego, Cal., last May, to start his flight from New York to Paris, Colonel Lindbergh has flown about 35,000 miles, according to figures compiled by The Associated Press: The lines and the arrows on the map show the routes he has traversed in seven months, as follows:

San Diego to St. Louis	1,550 miles
St. Lotis to New York	950 miles
New York to Paris	3,625 miles
Short Flights in Europe	430 miles
Short Flights in the United States	4,000 miles
Tour of Country in Interest of Aviation	22,350 miles
Washington to Mexico City	2,000 miles
TOTAL	34,905 miles

Col. Lindbergh’s total flying mileage in these seven months would almost take him one and a half times around the world.

From the New York *Times*

LINDBERGH’S ODYSSEY OF THE AIR, STARTING WITH HIS FIRST MOVE PARISWARD FROM SAN DIEGO

It culminates with the hop to Mexico City, following the labyrinthine tour of the United States, which makes a black maze on the map.

circused the whole country and still served its master handsomely on the Mexican flight—even tho its performance also has been close to 100 per cent. of the demands laid upon it—is entitled to only one-tenth of the credit for the accumulated achievement that has made Lindbergh within a space of a little over six months the most famous American in the world, and brought him a harvest of honors at home and abroad, unmatched even by those of Dr. Benjamin Franklin, our greatest previous "international" success.

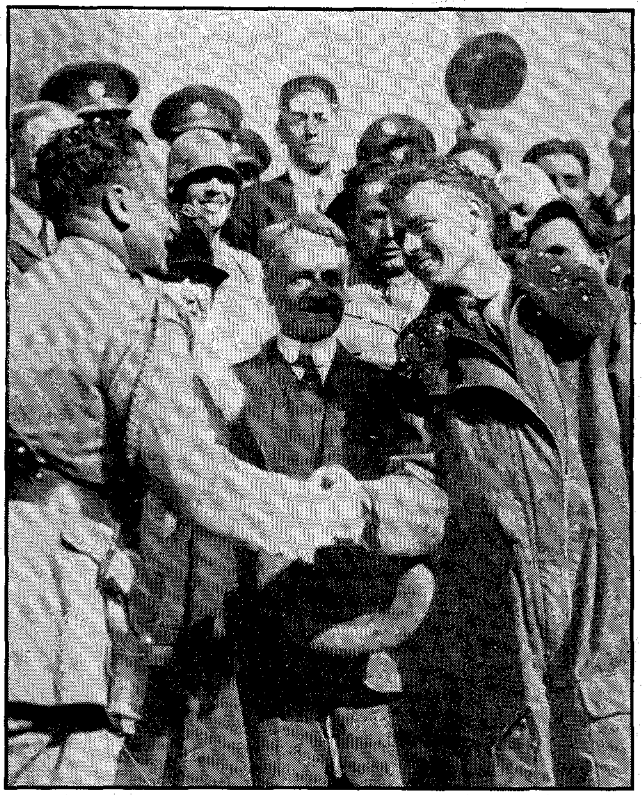
If Henry Ford's authority is not enough, or if you account his figures arbitrary, take the testimony of a very different man—Brig.-Gen. Benjamin D. Foulois, a flyer since the beginning of flying, one of the first men taught to fly by the Wright Brothers, whose Kitty Hawk experiments actually took place in the year after Lindbergh was born. Foulois is flying still, as well as commanding flyers. He has said flatly that failures in flying in the Army—accidents, "crack-ups," "crashes"—are in something like nine cases out of ten due to failures of the man, not the machine.

In other words, the conditions of mechanical flight are such that even when the machine delivers the best that is in it, the burden laid upon the operator is one of eternal vigilance and unfailing alertness, a burden such as is not laid upon engineers of machines of locomotion on land or water, which undertake to move in only two dimensions. At least these land and water machines are not subject under ordinary conditions to dropping from under you.

If this is true—and whether it is true because the 90 or more per cent. safe aircraft has not yet been developed (as Mr. Ford assumes), or because of inherent limiting conditions of man's invasion of the air, or whether it means that we must wait to gain the native winged creature's automatic air sense—in any case, the record of accomplishment of this particular master of the flying-machine as we now have it is only the more amazing. For accepting it with all its limitations, he seems to use it with something like certainty.

Some have supposed—not without seeming good reason—that the flying sense, the airwiseness that many good pilots notoriously possess, is present in an extraordinary degree in Lindbergh, so that it amounts to a positive genius for aviation. If so, it is the solid sort of genius to which infinite capacity for taking pains contributes only when it is linked with a ruthlessly eliminative judgment able to select the right things to take pains about.

From the beginning Lindbergh has foreseen, provided, excluded; he has made himself master of his machinery, made doubly sure of the soundness of the machinery itself. Tho (as he writes) he was never near enough to an airplane to touch it till he was twenty years old—which was only in 1922—he has hardly ever been out of touch with an airplane since. He has put himself through all the paces in learning to handle all sorts of airplanes from bargain-day relics of war-time quantity aircraft production to the latest and costliest that the Government can provide for training its crack flying fighters.



P. & A. photograph, copyright

"LINDY'S DONE IT AGAIN!"

Arriving at Mexico City, he is greeted by General Alvarez. Ambassador and Mrs. Morrow appear in the immediate background.

Lindbergh has told the story of his "barnstorming" days through the West and South, when he played tramp in the air, selling joy-rides in patched-up Jennies for $5 a ride; he has given account of his rigid Army training at Brooks and Kelly fields; and he has described how, while the *Spirit of St. Louis* was building out in San Diego, he studied (and that with expert advice) the charts of the North Atlantic, the winds, the weather reports, the temperature variations, and worked out the plan which made it possible for him to be his own most efficient navigator in the first and only perfect point-to-point airplane crossing the Atlantic.

For the flight to Mexico he did the same thing. It was his own chart, worked out with the hydrographers in Washington, which guided his course as far as the border and was so up-to-the-minute to his hour of departure—suddenly decided tho it was—that it hit weather conditions along the route nearly enough to enable him to make the 2,000-mile hop within his estimated time allowance, plus one hour—in spite of two hours lost by getting off his course in the fog after passing Tampico.

Even Lindbergh can not always hold his course exactly, concedes Mr. Brock; but he goes on to point out that if Lindbergh strays from his course or is forced off it, he has studied out means of finding it again. Thus:

On the Atlantic flight, for instance, he had to fly around cloud obstacles—even once to turn back on his course to find more open weather conditions—he even came down within a few feet of the waves and made estimates of the direction and velocity of the wind from the way the foam flecks from the whitecaps were borne. He knew, likewise, the value of what he calls the "air cushion" close to the surface

International Newsreel photograph

IF YOU NEVER SAW A MEXICAN CROWD, HERE'S ONE THAT LINDY MADE

That is, this is a part of the great throng that waited for his arrival at Valbuena Field, and, after much anxiety, almost went wild over his safe arrival.

All America Pays Whole-hearted Tribute to *the All-American* Six

Enthusiastically the nation acclaimed it. It was fresh—original—new. Overnight, almost, a new standard of value came into existence. Overnight, almost, a new motoring phrase came into common use . . .

★ ★ ★

All-American—a new type of beauty, arresting, vivid and smart! All-American — a new type of performance, with speed and snap, with litheness and virility outstanding! All-American—a new type of stamina, rising triumphant over the most pitiless driving demands!

★ ★ ★

All that when the Oakland All-American flashed into the field. And today . . . after only a few short months . . . even more wholehearted public tribute!

★ ★ ★

Even more enthusiastic buying. Even wider acknowledgment that the All-American principle in engineering and construction still stands unequaled—unapproached—supreme!

OAKLAND MOTOR CAR COMPANY
Pontiac, Michigan

PRICES

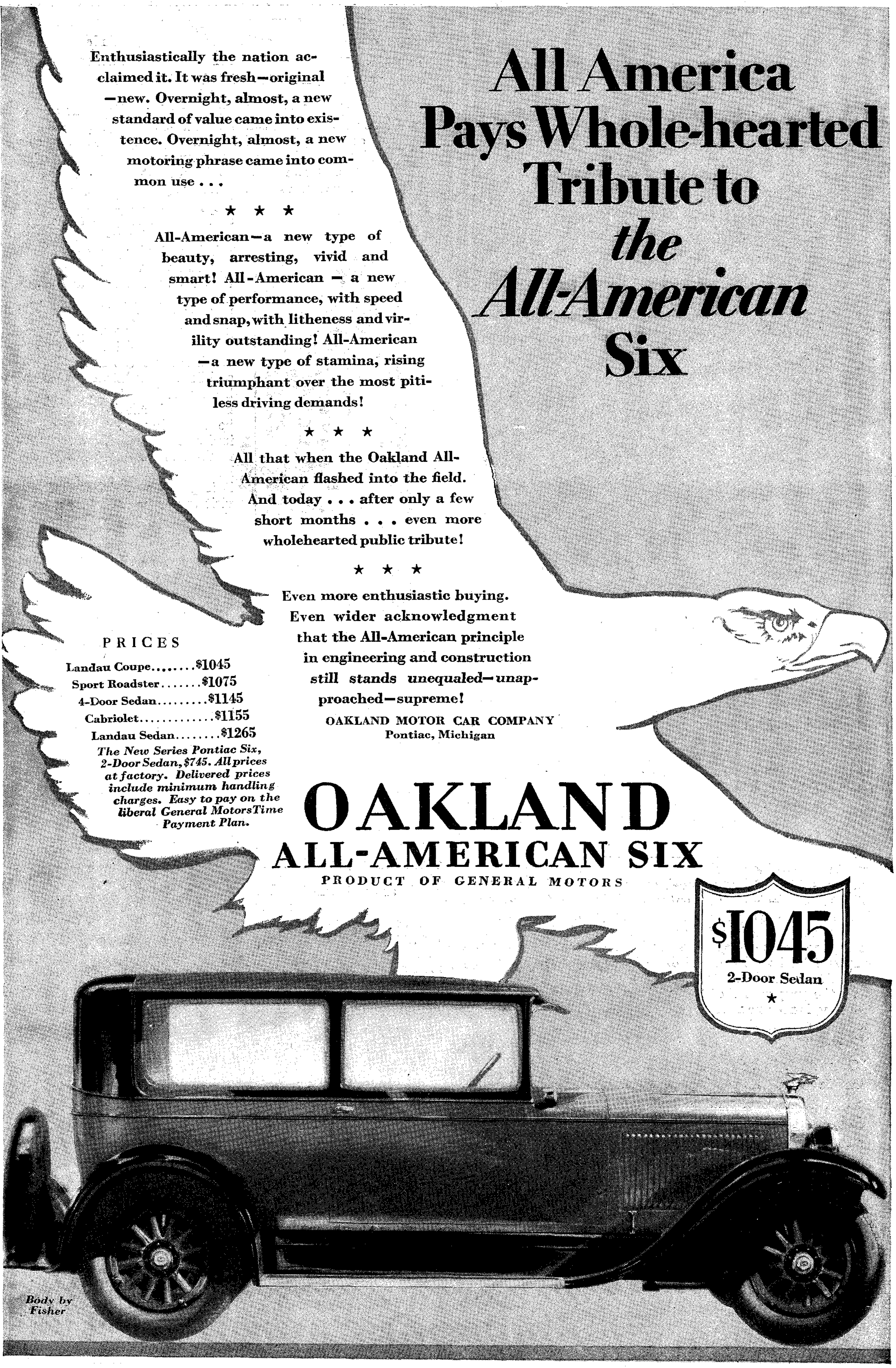
Landau Coupe	$1045
Sport Roadster	$1075
4-Door Sedan	$1145
Cabriolet	$1155
Landau Sedan	$1265

The New Series Pontiac Six, 2-Door Sedan, $745. All prices at factory. Delivered prices include minimum handling charges. Easy to pay on the liberal General Motors Time Payment Plan.

OAKLAND
ALL-AMERICAN SIX

PRODUCT OF GENERAL MOTORS

$1045
2-Door Sedan
★



of the land or the water for making flying easier—and made good use of his knowledge.

There is thus a method in Lindbergh, and whatever other things that are in him that count—his clean, clear-cut personality, his simplicity, his high courage, his invincible coolness of youth (a rare kind of coolness)—it is Lindbergh's thorough method which goes far to explain his extraordinary control of the two factors of his success—the two instruments of flying, his machine and himself.

What he has done generally is fairly fresh in any reader's mind, since the part of it that counts publicly began only on the tenth day of last May, but the 100 per cent. delivery of all his undertakings demands a review of the outstanding events of which they are composed, especially now that to his ocean flight, exact to schedule, and to his 22,350-mile flying tour of the country, from border to border and from coast to coast, with only one failure of the schedule in eighty-two stops, is added the first non-stop air journey from the capital of President Coolidge to the capital of President Calles.

VALENTIN
GOMEZ
FARIAS
IGNACIO
VENCEDORES
EN
QUERETARO
EN
1867
FRANCISCO
I
MADERO

International Newsreel photograph

AT THE SPECIAL LINDBERGH SESSION OF THE MEXICAN CONGRESS

Yes, such was the unprecedented honor paid to our blushing "Lindy," who is here seen on the Speaker's platform, trying with his usual success to make the best of whatever happens.

Lindbergh himself has pointed out that in certain respects this flight into Mexico turned out more difficult in the matter of navigation than even the Atlantic flight. For in one case, flying east across the ocean in a high northern latitude in summer he had only five hours of darkness in which he must depend upon instruments for both level and direction, whereas in the other, flying south by west he had thirteen and a half hours of darkness, so that the proportion of "blind" flying was much greater. By the way, it may be noted that he had the benefit of the moonlight falling at a strategically figured out stage of the voyage in each case.

Of Colonel Lindbergh's many picturesque experiences in Mexico, one of the most interesting to his countrymen—judging from a flood of editorial comment—is his conflict of judgment with certain well-meaning persons at home concerning the propriety of his attending a bull-fight in his honor, arranged as a feature of the official program in celebration of his visit. Mr. Brook reminds us that at Cincinnati, during his American tour:

> Colonel Lindbergh publicly smoked a cigaret at dinner for all to see. He did not want (he explained) to get "played up as a tin saint" just because he did not usually—or, indeed, hardly ever—choose to smoke.

In something of the same spirit, we are told, Colonel Lindbergh "did not choose" to hold himself aloof from the national courtesy extended to him by the Mexicans. He went to the bull-fight, just as a polite Mexican visitor might accompany his American hosts to a prize-fight or a football game; and it is a noteworthy fact that not a single note of censure appears to have crept into the voluminous editorial comments of American daily newspapers on his action in the matter. Indeed, most of the commentators go out of their way to pat him on the back. This, for instance, from the Philadelphia *Inquirer:*

> This badgering of Colonel Lindbergh by individuals and organizations who demand that he shall not indulge in or countenance any of their pet aversions is a display of exceedingly bad manners to say the least and an unwarranted invasion of his personal rights. Common sense should put a stop to it. It is not a purely American habit, but it has grown to very aggravating proportions in this country, and it is particularly offensive in the case of this young man.
>
> When Lindbergh was in Europe he was bombarded with demands that he should not taste wine, and when it was reported that he had raised a glass to his lips in polite response to a toast he was immediately subjected to vicarious but none the less vociferous scolding. The latest incident has been over his attendance at the bull-fights in Mexico City. Should he have haughtily refused the invitation of his hosts? If the method of spending his time in Mexico were left to his own choice it is possible that he would not visit the arena, but as a guest of the Government his entertainment schedule was arranged for him and he complied with it and he acted very properly and gracefully in doing so.
>
> It is interesting to recall that the Prince of Wales was subjected to somewhat the same embarrassing strictures in England on the occasion of his visit to Spain early this year. If memory serves aright, his staff changed the program of entertainment so he could avoid public attendance at the bull-fight and escape criticism at home. The incident made an unfavorable impression in Spain, and in the end it appeared that the subterfuge probably had caused more offense than would have been given by graceful compliance with the entertainment scheduled by his hosts.

The New York *Evening Post* proclaims itself "frankly glad" that Lindbergh went to the bull-fight, adding:

> We are not enamored of bull-fights, but we are distinctly enamored of a young man who goes to one because he has the common sense, when in Rome, to do as the Romans do. He has the good manners not to decline to view Mexico's favorite sport when the guest of the President of Mexico. Above all, perhaps, is he admirable in refusing to be made the instrument of another band of zealots who forget every larger consideration when they think they see a chance to aid their own particular craze. Lindbergh does not like bull-fights any more than does any other American not "brought up" with them, but he goes to one, we believe, just as he smoked one cigaret, to show that he refuses to be put into harness as the prize exhibit of any one's fad.

By way of retort to many severe strictures on the "various societies and individuals" who "undertook to dictate what Colonel Lindbergh should and should not do," Mrs. Minnie Maddern Fiske, the veteran actress, who is a director of the American Humane Society, announced, according to the Baltimore *Sun:*

> It is too bad, because every one who knew Lindbergh can feel sure that he did not enjoy it. Leaders of our cause appreciate his having been placed in a difficult position.

Apropos of which, *The Sun* remarks slyly:

> We begin to suspect that Mrs. Fiske has missed her calling. She is admittedly a distinguished actress; but think what a diplomat she would have made!

Whether or not Colonel Lindbergh enjoyed the bull-fight he

"I don't know why that fellow doesn't get ahead"

The World's *New* *Health* Story..

Every statement verified by high Medical authority

A Comparatively New Development by the Medical Profession from which all who are "Under Par" may profit.

It may bring you a happier existence, greater strides in business and social affairs. Let your doctor tell you more about it.

ACIDOSIS Symptoms

The following are some of the common symptoms of Acidosis:

- Headache
- Sour Stomach
- "Biliousness"
- Nausea
- Children's "Upset Stomach"
- Nervousness
- Sleeplessness
- High Blood Pressure
- Acid Perspiration *(the most frequent cause of body odors)*
- Acid Mouth *(the tooth destroyer)*
- Acetone Urea *(with unpleasant breath odor)*
- Acid Urine

Coma, in both diabetic and non-diabetic cases.

Of course, not every case of headache, "biliousness," nervousness, etc., is due to Acidosis, although it is one of the most frequent causes of these ailments. Women and men desiring to reduce must be doubly careful to avoid Acidosis. There are special diets for them that doctors can recommend which will prevent Acidosis while safely reducing weight.

If you feel "under par," send at once for a free copy of our book, "Telling Fortunes With Foods." If your case is in any way abnormal, consult your physician.

"I DON'T know why that fellow doesn't get ahead"—

THE PRESIDENT had said it to the Manager.

JIM, IN FACT, had often had exactly the same thoughts about himself, except the idea of the diagnosis.

HE COULDN'T understand why others making seemingly less effort, were always passing him.

HE HAD flashes now and then when he felt mentally superior to *all* his confreres; but those vivid changes lasted but a day or two.

HE KNEW he had ability but it was elusive—he couldn't make it work consistently.

HE WAS sure of one thing—there was something that unquestionably "held him back" most of the time.

HE ONLY wished he knew just what it was.

* * * * *

THE Medical Profession is coming to a new conclusion with regard to this condition.

Acidosis is the word on almost every modern doctor's tongue.

According to the authorities, nearly half the people who are suffering from "low vitality" and other ordinary ailments, are afflicted with it in varying degree.

It keeps the body nagging at the brain. Clear thinking, profitable concentration, sustained effort and an attractive, natural personality are made difficult by it.

It is one of the most frequent causes of headache, "biliousness" and sour stomach.

Constipation, indigestion, nervousness and sleeplessness are often closely linked with it. It is present with each common cold.

Persons who have been reducing in wrong ways are almost always subject to it.

"Acid mouth," the tooth destroyer, is one of its results. Pyorrhea cannot be successfully combated until Acidosis is controlled.

Recent experience indicates that the treatment of it as one of the most frequent contributing factors, is having more effect in the correction of "high blood pressure" than any other method known.

It must be subdued in every case of diabetes before the patients show very much improvement.

So Acidosis seems to be an underlying factor, or a beginning, or result, or complication of many of our common and some of our most serious and dangerous ills.

"Behind it doctors say, "is our American diet"—lack of proper balance between the alkaline-reaction foods (vegetables, fruits and milk) and the acid-forming (cereals, bread, fish, meat and eggs).

* * * * *

One of the most interesting facts in this connection is the so-called "Orange-Lemon Paradox." Oranges and lemons, although *acid in taste*, are two of the most potent correctives of Acidosis that the Medical Profession knows.

DIETETIC RESEARCH DEPT.,
California Fruit Growers Exchange,
Div.1501, Box 530, Sta."C," Los Angeles, Calif.

Please send me without charge, a copy of your book, "Telling Fortunes With Foods," explaining Acidosis in more detail and including Important Chapter on Safe Reducing, together with Safe Reducing and normal anti-acidosis diet menus.

Name....................................

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City.................State.............

While some people still refer to them as "acid fruits," Science has demonstrated in thousands of tests that their effect in the body is *alkaline,* the opposite of acid.

* * * * *

Three full glasses of refreshing, luscious orange juice per day; the same quantities of lemon juice and water, as delicious sweetened or unsweetened lemonade; the frequent use of fresh, dainty orange salads and desserts (in which other fruits are included also if desired) with zestful lemon juice in place of vinegar in the salad dressing—all these are simple and attractive anti-acidosis measures that any home can follow easily.

However, if your case is in any way abnormal, *do not try to treat yourself.* See your physician. He will best determine what your type of Acidosis is.

To you who are not definitely ill, we will send a free book, "Telling Fortunes With Foods," with important chapter on Safe Reducing approved by an authority on diet, complete lists of acid-forming and alkaline-reaction foods used daily in the home, and ideal menus for both normalizing and reducing. Mail the coupon for your free copy. Clip it now.

Sunkist (California) Oranges and Lemons are, by chemical analysis, exceptionally rich in the soluble solids that give these fruits their beneficial qualities. Sunkist Oranges and Lemons are selected for the general public and the Medical Profession according to standards that insure superiority, so always ask for them by name. The trademark "Sunkist" appears on the skin and on the wrapper of oranges; on the wrapper of lemons.

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has failed—perhaps diplomatically—to reveal for publication. As a matter of fact he attended two bull-fights, one private and the other public. As a New York *Herald Tribune* correspondent tells us:

> This morning at a private rodeo he saw a demonstration of the art by Rodolfo Gaeno, who was Mexico's foremost bull-fighter until his retirement two years ago. Gaeno returned to the ring to-day as a tribute to the transatlantic flyer, giving a personal demonstration this morning and sitting at the elbow of the young American this afternoon at the regular Sunday afternoon performance held in the great Coliseum of Mexico City.
>
> Gaeno's entrance into the bull-ring this morning would be his last, he declared, and he killed one bull, the first of eight slain during the day, as a personal tribute to Lindbergh. The second bull was the victim of Gen. Gomez Velasco, chief of the Mexico Traffic Department and an amateur matador.
>
> Ambassador Morrow defended Lindbergh's attendance at the bull-fights, declaring that it was the flyer's personal affair and the courteous thing to do in a friendly country whose national sport is bull-fighting.
>
> The greatness of the tribute by Gaeno is seen in the fact that he has repeatedly refused offers as high as 150,000 pesos to kill just one more bull.
>
> The fight was held in the traditional manner. To a blare of martial music the bull-fighters marched across the arena, led by Gaeno and General Velasco. Where in other countries the King or the President is the one saluted, to-day it was Colonel Lindbergh to whom the swords of the fighters were raised.
>
> It was after the rodeo that Gaeno suddenly entered the ring, and to the usual cheers at the entrance of the fighters there was added the frantic applause of all those who idolize Gaeno. Then after the parade the bull was loosed into the ring, and after playing with him deftly with cape and sword, the leading bull-fighter killed him. Experts declared his skill and grace were marvelous.
>
> Cayetano Ordonez, better known to Mexican bull-fight fans as "Nine de la Palma," a Spanish matador, alternated with José Ortiz, a Mexican, in killing six bulls, each fighter so manipulating his work as to perform the kill of all bulls close to where Lindbergh sat. Seated beside Lindbergh was Gaeno, who explained in detail the movements of the fight.
>
> Each matador paid the highest tribute within his power by dedicating one of the bulls to the transatlantic flyer, with Ortiz further extending the compliment by presenting his fighting cape to the Colonel. Lindbergh acknowledged all the honors with a bow and thanks, but the *Herald Tribune* correspondent noticed that he did not applaud any of the work performed.
>
> Lindbergh could not hide his nervousness when the first animal entered the arena and the fighters began their cape play, followed by the appearance of the horses, the placement of the banderillas and the steel-pointed darts with skilful accuracy and dodging tactics.
>
> Then Ordonez, his crimson cape in one hand, the sword in the other walked in front of Lindbergh, there gave his customary dedication speech, vowed his intention of properly killing the bull or to die himself in the attempt. Then Ordonez tossed his heavily embroidered hat to Lindbergh, who, having been schooled beforehand, kept it until Ordonez had felled his animal close to the flyer's seat, and for his reward claimed the return of the hat. Not until the first bull was out of the way did Lindbergh regain his composure.
>
> President Calles left the arena before the performance came to an end, but Lindbergh remained until all six bulls had been dispatched, and was rewarded for his decision by a tremendous ovation. When the last fight was over, Lindbergh started to leave, and the multitude broke out in thundering applause which drowned the playing of the band. As a part of the decorations colored sand was used on the floor of the arena, spelling out "Welcome Lindbergh."

"Lindbergh Does the Right Thing, As Usual" is a characteristic editorial head-line, and the New York *Times* tops the matter off in this style:

> We are often called on to admire the perfect host, but not so much is said of the obligations of a guest. Colonel Lindbergh has more than once signally illustrated them in his own person, and has now done it again by going to the bull-fight.

Describing the Lindbergh tour as "a great international event," the same newspaper remarks:

> Colonel Lindbergh's decision to wing his way to the Central American republics, and probably to Panama, emphasizes anew his dominant purpose. This is not to display his skill and courage by further demonstrations; it is not to impress the public imagination with the technical perfection and achievement of the airplane. His main desire is to visit the countries to the south of us in the guise of a friend, not merely that of an aviator; and he goes consciously as a representative of the prevailing American hope to be able to live on good terms with our neighbors. To this end we must understand them better, as well as do all that we can to help them understand us better; and for that object nothing could be more useful just now than the quickening of sympathies across frontiers of land or sea which always follows Colonel Lindbergh's flights.
>
> If he is able to carry out his plan to wind up his Latin-American tour by flying to Havana, so as to be there at about the time of the meeting of the Pan-American Congress in that city, he will have put the finishing touch to the national service which he undertook. He has, in reality, made of himself not only a bearer of his own people's aspirations, but a powerful agent of the Washington Government. Its policy has been carefully shaped in recent months so as to remove, as far as possible, all friction and reasons for aloofness or apprehension on the part of the republics to the south of us. Hence it must hail the strong reenforcement given to it in the pursuit of its objectives by Colonel Lindbergh. If his good fortune abides with him he will fly on triumphantly from one capital to another, everywhere awakening enthusiasm and calling forth gracious and friendly responses to his tacit appeal for good-will.

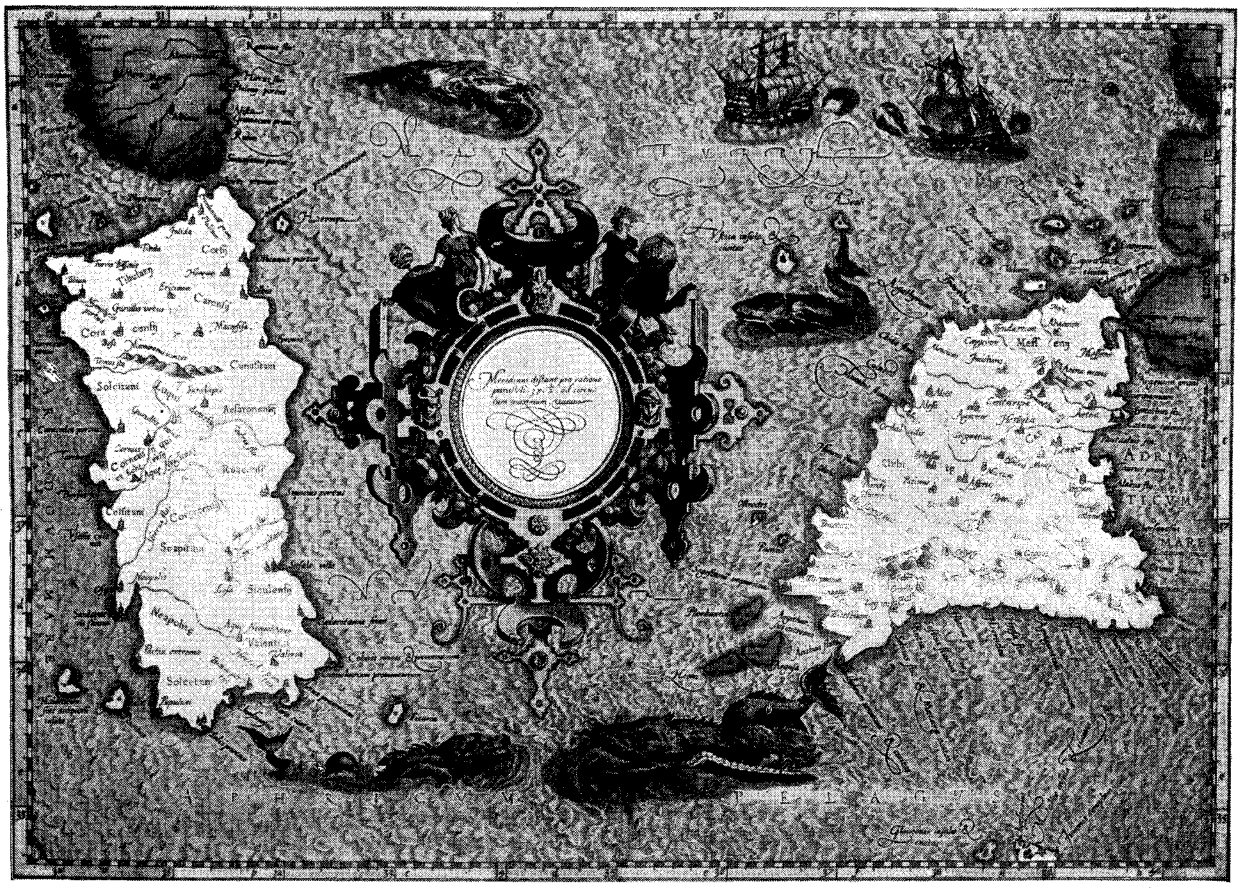
The flying Colonel's devotion to his art—his love of flying for its own sake—found free expression in a morning spent in giving air taxi rides to numerous Mexican dignitaries, Ambassador Morrow, the American correspondents, and Mexican journalists. As the *Herald Tribune* correspondent tells us:

> The series of flights was marked by an entire absence of official formality and ceremonies, and Lindbergh plainly enjoyed his favorite pastime. He pushed the ship upward, reaching an altitude of between 1,500 to 2,000 feet. He turned the machine toward both of the snow-capped volcanoes in the distance, and then, after cutting diagonally across the heart of Mexico City, made a circle of the mountains bordering the valley. Entirely abandoning the controls, the pilot turned to his passengers and demonstrated how "the plane flies alone." Chatting gaily, he was at perfect ease and far less reserved than when interviewed on land.
>
> He explained that the plane was making eighty miles an hour. He pointed down to distant landmarks, such as the American Embassy and other points the three other correspondents had not seen from the air. The heavy mist that had hung over the capital cleared considerably while the correspondents were in the air, revealing an unusually beautiful picture of the mountain horizon blended with the vivid colors of the purple hills in the distance.
>
> Making a perfect landing, Lindbergh, eager for more passengers, seemed to have entirely given himself over to his pastime, cast aside all surface behavior and was a plain boy playing with his favorite toy. Ambassador Morrow, who in the meantime had reached Valbuena, was Lindbergh's next passenger, accompanied by Mr. Winslow, Lieut.-Com. Hamilton and Gen. Juan Rio, acting commandant of the Military College.

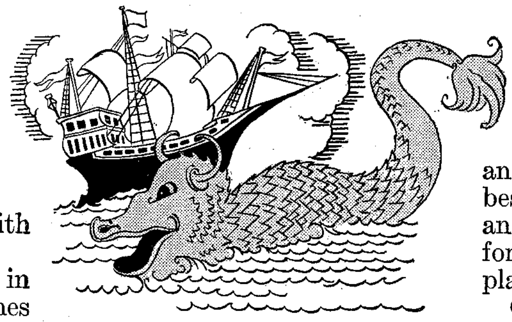
Meanwhile two countries, if not more, were following with sympathetic interest the progress of the Colonel's mother, Mrs. Evangeline Lindbergh, on her air journey from Detroit to Mexico City, in several hops, to spend Christmas with her famous son. How she arrived at length, and was well-nigh killed with kindness by the welcoming populace, and showered with royal honors by the rulers of the land has been duly chronicled by the daily press. It was characteristic of the Lindbergh family modesty, and a fact commented on admiringly by more than one commentator, that Mrs. Lindbergh was disinclined to project herself into the celebrations, and only undertook the trip after the receipt of warmly urgent telegrams of persuasion from President Calles and Ambassador Morrow. As the Pittsburgh *Post-Gazette* remarks, under the line, "The Lone Eagle's Mother":

> Mrs. Evangeline Lodge Lindbergh, mother of Col. Charles A., America's celebrated flyer, is also contributing notably to the advance of aviation. Not content with having given so great an aviator to the world, she is now demonstrating the correct attitude for aerial passengers. In connection with her flight to Mexico to join her illustrious son for over Christmas, she gave a little talk just before starting that is much to the point. Some one had spoken of her act as requiring courage. She replied:
>
> "Courage! Does it require courage? Why does the public think so? Air-mail pilots fly much more dangerous routes every day and every night through all kinds of weather, and the public never gives them a thought."

Springfield, Missouri



Some terrors of the DEEP



IT was a hostile world, with civilized man huddled in a small and not-too-safe corner!

Beyond, enormous monsters bared huge teeth, spat flames and slapped the waters with mountainous flukes.

Legends, neatly inscribed in Latin, told of fearful hurricanes and of malicious demons who lay in wait for unwary mariners.

And most men of the early sixteenth century, who saw these things on their maps, really believed in them. Columbus' crew, but a little before, had had to be recruited largely from unwilling landsmen who looked upon their conscription for the voyage as a sentence of death.

It was the unknown that terrified! And as the unknown dwindled and became known—as sea after sea, continent after continent, was explored and charted—the earth took on a friendlier aspect.

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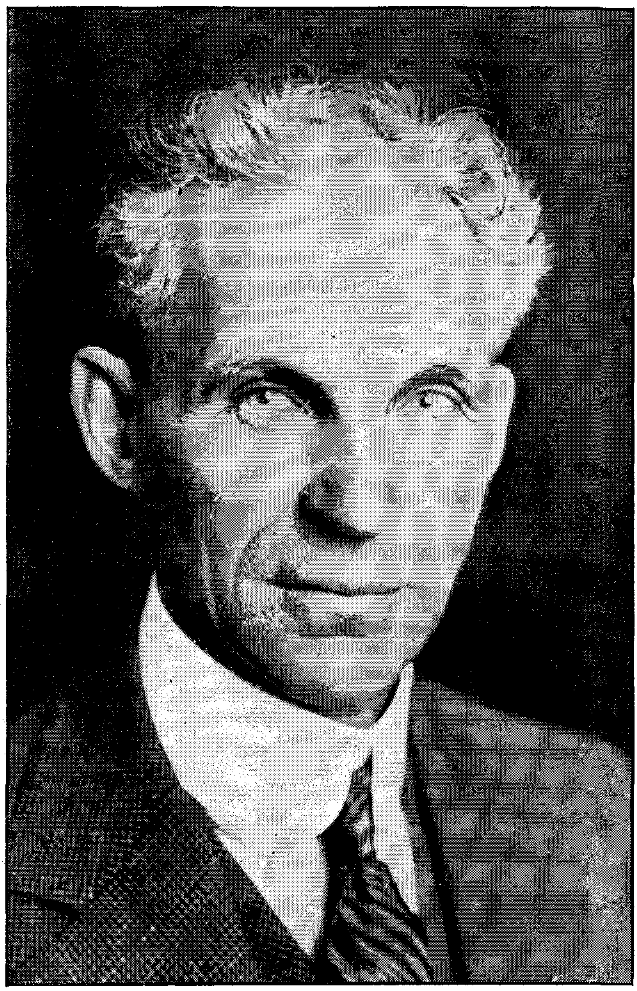
HENRY FORD ON HIS PLANS AND HIS PHILOSOPHY

"I NEVER MADE A MISTAKE IN MY LIFE," said Henry Ford the other day to an interviewer who asked if he hadn't slipt a cog through the long delay over his new car. "Never! And neither did you ever make a mistake —or anybody else." To talk about making mistakes is absurd, according to Mr. Ford. "For what purpose do you suppose you are living on earth?" he demanded of his interviewer. "Do you know what you are here for?" And then he answered his own question: "I'll tell you what every living person is here for, and that is *to get experience.* That's all we can get out of life."

It is impossible to understand many of the policies of the Ford Motor Company, we are told, unless we realize that Henry Ford is a devout believer in the theory of reincarnation. The interviewer who drew his fire on the subject of mistakes is Charles W. Wood, associate editor of *Forbes Magazine*, and he has written an article about him for the January number of that periodical, from which we present some interesting passages —Mr. Wood asserts that there is a definite relation between the new Ford car and the faith just mentioned. He works it out this way:



Keystone View photograph

HE DENIES THAT HE IS MAKING ROBOTS

Mr. Ford says that the workers on his assembling line "have more skill, and need to have more skill, than the old-fashioned mechanics ever had."

Mr. Ford not only believes, but he acts constantly upon the belief, that the Engineer of the Universe has placed each of the two billion or so human beings on this planet on the job of learning by experience the particular things each most needs to learn.

If a man becomes a murderer, it is because he needed the experience. If he lives in poverty and pain, that was the experience of which he stood most in need. After he gets his experience, he dies. Then he is born again into another life which will give him other experiences of which he stands in need.

Eventually, through the eons, some souls thus learn a good deal which nobody knew a million years ago. That is, nobody but the Engineer of the Universe. Most of us, in fact, have already learned not to murder, except in war, and we may in time, learn not to make war. Only recently did anybody learn how to make wagons run without horses. Mr. Ford was one of the pioneers in this particular field, and it is his aim to get all the experience out of it that he can.

An understanding of this belief is necessary to an understanding of Mr. Ford. Wealth, simply as acquisition, has no meaning to him. Profits, simply as profits, have no meaning. It is only what we learn that counts. If, therefore, we make what we call a mistake, it shows that we needed the experience in order to learn better, which in turn proves that it was no mistake.

Mr. Ford was amused when the interviewer quoted the current criticism to the effect that he had "slipt" when he dropt a hundred millions or more by not having his new plans ready as soon as he quit manufacturing the Model T. His reply, we are told, was characteristic of the man:

"What in the world did they think we wanted of that money?" he asked. "What did they think we put it in the bank for? Did they think we might have spent it for something if we hadn't used it to rebuild our plant, or did they think we wanted to keep it in the banks?

"The only reason whatever for laying up such a surplus is to have it when you need to use it; and no one could use money in such amounts upon himself even if he were fool enough to try. The only right use for money is to capitalize industry. One might give it away, to be sure, but giving doesn't do any good."

"They tell me again," I said, "that you allowed your whole selling organization to become disorganized while the change was going on. Big manufacturers among your competitors boast that they have hired all your best salesmen away from you and that you have left only those they didn't want to hire."

Mr. Ford apparently was not listening. He was drawing a picture on a piece of paper. I was puzzled, as I knew by experience that candor never offends him.

"See here," he said. "Do you know what this picture is?"

It wasn't much of a picture. It was just a big letter U, with some sticks crossed underneath it and the interior blackened somewhat by his pencil. Then he went on to depict another letter U beside it. This time waving lines indicated that the sticks were on fire and something was shooting out of the interior and over the lid. Carefully Mr. Ford marked that something, "Dross."

"That's the big problem," he said, "in any organization—the problem of how to get the dross out. In this diagram here, you see, the dross is all in the kettle, but when you apply enough heat, the dross goes out over the top.

"It isn't the incompetent who destroy an organization. The incompetent never get into a position to destroy it. It is those who have achieved something and want to rest on their achievements who are forever clogging things up. To keep an industry pure, you've got to keep it in perpetual ferment. As for those salesmen, everything that's happened so far suits me. I know some people think that salesmen make cars; we believe that a car, if it's good enough, will make salesmen. If we're wrong, of course, we'll discover it some time. That's the beauty of competition. Competition is mainly competition in discovering the truth."

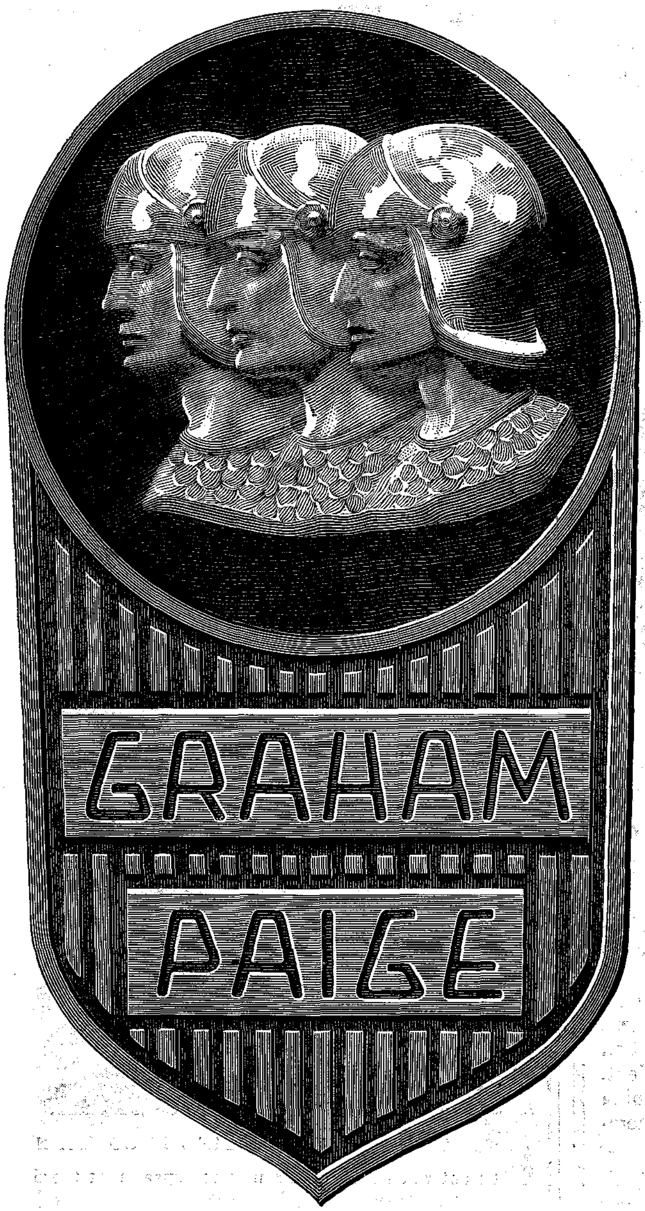
Remarking that the new Ford car doesn't look anything like the old one, the visitor wondered whether there were to be equally revolutionary changes in the manufacturer's industrial policies, and Mr. Ford said:

"The change isn't revolutionary. It seems strange to me that we could put out such a car without employing one single new basic principle. We have simply done everything better than it was ever done before.

"We didn't start from Model T and attempt to improve that. We started from scratch. We brushed aside all preconceptions and simply asked ourselves the question: What is a car for? And what does a car have to have in order to fulfil its purpose? There were a thousand things, of course, which it had to have, and as we came to each one we asked: How can this part be made to fulfil its purpose better than it has ever been fulfilled before?"

"You were looking for the best car that has ever been made?" I asked.

"More than that," he answered. "We were looking for the



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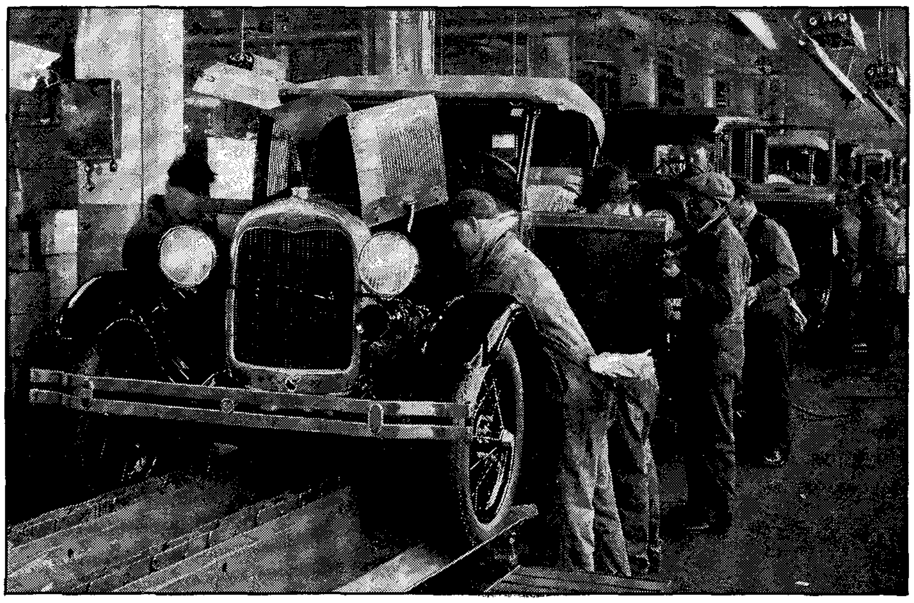
MOTORING AND AVIATION
Continued

best car that could be made. That is why we didn't put out a car months ago."

"And you feel now," I asked, "that you have embodied in this car the very best that the whole world now knows about motor-car construction?"

"The whole world knows a lot," was his answer.

It was characteristic. For many weeks the new model had seemingly been completed; but in spite of performances which made his associates impatient to begin production, Mr. Ford himself held back. It was not that any pet scheme of his had not been realized. The job he had set for himself was not to realize some pet scheme, but to make the best car that could be made; and if there was any factor which could still be improved, Henry Ford was all for waiting until the improvement could be incorporated.



THE ASSEMBLING LINE IS COMPARED TO "A MODERN DANCE"

It's not when the works run at top speed that these men grumble, but when they shut down.

Even now, altho the assembling line was in action and a number of cars were being turned out daily, I could not learn the exact date when mass production would begin. For each car built by machinery was now being tested as completely as the "experimental" cars had been; and after each test it was being taken to pieces and examined microscopically for any possible weakness that might develop anywhere.

Was Mr. Ford right in thus delaying production? Only history can tell. But when one understands his attitude toward life, the course appears clearly as the only course which Mr. Ford could take.

Workers were idle during this long delay, the automobile industry was suffering, and the buying power of the country generally was so curtailed that everybody was asking eagerly when Mr. Ford would start mass production again. And the *Forbes Magazine* writer continues:

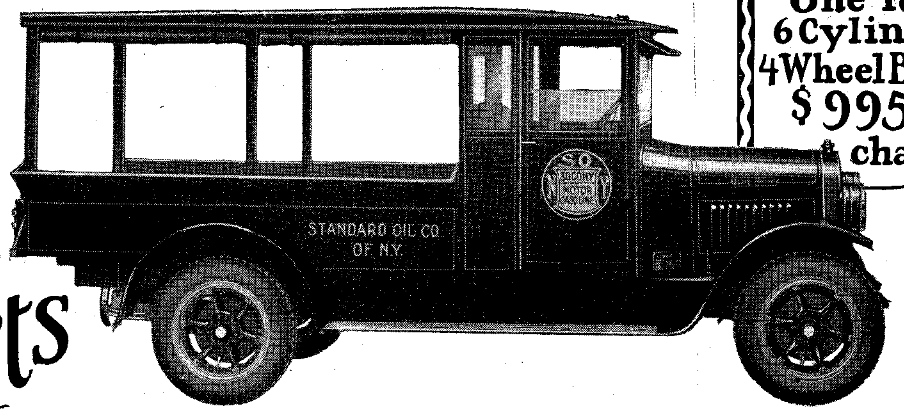
To all this Mr. Ford has seemed indifferent, and I asked him to explain his apparent indifference.

"That wasn't the major question," he said. "They only thought it was. The big question was not when would we start production but what kind of production would we start. If we had started to produce something that could be produced better by others, it wouldn't have done any good. And even if we had produced something better than our competitors, and it still wasn't the best that we could do, we would have found ourselves tumbling after a little—just as soon as they had caught up to us.

"If a car is to serve its purpose," he added, "it must be low-priced—not cheap, but low-priced. If it isn't, you can't sell a lot of them; and if you can't sell a lot of them, you can't manufacture them at lowest cost. In order to set the lowest possible price, you must have the greatest possible production; and in order to assure the greatest possible production, you must set the lowest possible price. That's what capital is for; to enable you to set a price based not upon your actual first cost of production but upon what it will cost you to produce when you are producing all you can.

"Now, if we're going to produce cars as cheaply as we can, we've got to figure on producing them for more than one season. If we change models every few months, the public must pay for the change—or else refuse to pay, which means that we must go out of business. Our job was to invent and produce a car which we could make and sell as cheaply as possible for a good many years to come. We did that with Model T, and we think we have done it again. If we haven't, it can be for only one reason—because somebody else succeeds in doing an even better job. So I can't see that the public has lost anything. The only way the public could lose would be through our not doing the best we could."

"Competition is the great teacher"—that is another of Mr. Ford's mottoes. The man who is in business merely for the dollars, he says, can't learn much from words; but if such a man comes up against a better philosophy in the shape of practical competition, he may learn something. As for Henry Ford himself, we are told, "he must do what he thinks best with his two-billion-dollar tool, not what somebody else



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Stewart owners do not figure depreciation on a 2 or 3 year basis. They know by experience that the average life of a Stewart is 5 years or more. Many Stewarts have given their owners 8, 10 and 12 years of constant service.

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Stewart Sales are Increasing

Stewart sales in 1926 were 41% greater than in 1925 and in 1927, 44% over 1926. These figures represent international recognition of Stewart value. The man who cannot afford to buy new trucks every year nor pay constant repair bills on old ones marks himself a Stewart prospect.

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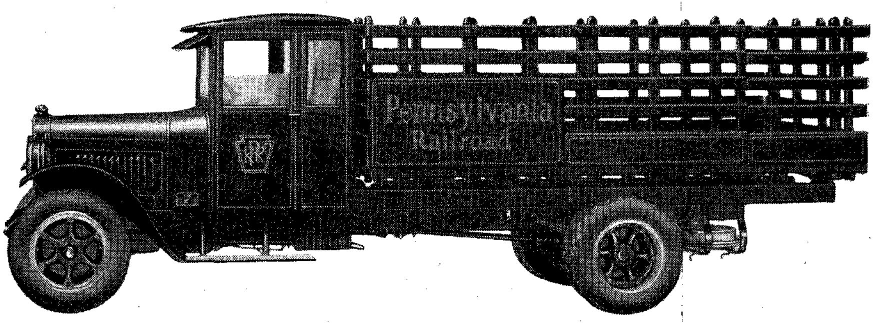

Stewart Trucks have won - By costing less to run

The River of May

This drawing, made in 1564, shows the column erected at the mouth of the St. Johns River by Jean Ribault. Courtesy of the Florida Historical Society.

Its name was caused by an accident—it was discovered on the first of May, in 1562. Yet Florida's greatest river could not have been named more fittingly. Flowing for more than 300 miles through a country of lakes and streams, the St. Johns River is literally a River of May. Flowers bloom along its banks in December. Forests and green fields urge you to pause. But the great river leads you on and on. . . . Here, in mid-winter, are yachts from two continents. Speed launches and pleasure boats cross and recross your bowsprit. Swimming is at its best. . . .

When will you see this river-country for yourself? When will you see St. Augustine . . . Fernandina . . . New Smyrna—these ancient settlements on Florida's East Coast? St. Augustine, less than forty miles from Jacksonville, is a city of the Old World. Its balconied houses and narrow streets carry you back into the Sixteenth Century. When Florida was first colonized. When the rest of America was unexplored—a trackless wilderness.

Jacksonville, on the St. Johns River, is in the very center of this territory. It is a modern, progressive city—the business capital of the Southeast. Its hotels compare favorably with those of the largest cities of the North. Thousands come here every year to enjoy its sports and diversions.

Plan—this winter—to spend your vacation in Jacksonville! Take advantage of reduced railroad and steamship rates! From New York to Jacksonville by boat, for example, the round-trip fare is only $65.81. Write us for specific information and for an interesting, illustrated booklet. Address Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.

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MOTORING AND AVIATION
Continued

thinks best; for in carrying out the orders of the Engineer of the Universe it is quite impossible to pass the buck." And this brings us to the subject of Mr. Ford's personal traits. Says Mr. Wood:

> Mr. Ford is often referred to as a man of contradictions. No one is more autocratic, for instance, nor more democratic. He uses his wealth ruthlessly, yet no one is less wealth-conscious. To me he has always seemed one of the most modest of men. He doesn't "condescend" to talk with newspaper men. He either talks with them or he doesn't; if he does, the talk is always on the level, and not as tho his time were too precious to listen to what the other fellow had to say. He won't make appointments for mere conversation. You either find him or you don't. He likes to chat with people, but he keeps himself foot-loose. His time is altogether too precious to have every minute of it scheduled for weeks in advance.
>
> These seeming contradictions are quite understandable if one remembers his fundamental conception of human life. He has no notion that wealth has made him great, and any one who is impress merely by his wealth bores him. In his personal contacts he likes to dodge the subject. He would prefer to talk with a machinist about machinery, or with somebody who likes birds about birds. In these contacts, he asks no deference; and if he gets it, he suspects it is mere deference to wealth, and that ends his interest.
>
> On the other hand, if you work for him, especially if you are associated with him in the formation of any of his policies, there is abundant testimony that he is a ruthless autocrat, demanding absolute obedience, and is shockingly inconsiderate of the other fellow's feelings. Whether Mr. Ford is aware of this, I never could find out or whether, being aware, he cares.

One kind of criticism makes him angry, as this interviewer inadvertently discovered. Ford denies with heat that his workers are "robots." Thus:

> "You think a worker on our assembling line doesn't have to be skilled," he said, rather hotly. "You don't know what you're talking about. I tell you, those fellows out there to-day have more skill, and need to have more skill, than the old-fashioned mechanics ever had."
>
> "But, Mr. Ford," I protested. "I—"
>
> "I don't want to talk with you any more," he said, "until you've learned something. You go out on the line. Go through the Rouge plant. Talk with the men who are organizing the work out there, and find out anything that you can find out. If you come back here then and tell me that the men are becoming automatons, I'll listen to you; but there's no use of talking when we can't understand each other."
>
> Mr. Ford went out to do his disagreeable job and I set out on my strange commission. Obviously I couldn't talk with the 45,000 who were then working at the River Rouge plant, and it was a couple of days before I could get an appointment with Mr. Sorensen, the superintendent.

Charles E. Sorensen is commonly spoken of as Ford's "Man Friday," but he is still an indistinct figure to the world at large. It was the first time that Mr. Wood had met him, we are told, and the result was the discovery of a forceful personality. Mr. Wood has no use for the pet formula of Ford's critics—"It isn't Ford, it's Sorensen"—but he goes on to say:

> Work is Sorensen's religion. He, too, is not clubby. If a man doesn't seem to be making good, Sorensen is strangely patient with him, and will go to no end of trouble to find out why. Paradoxically, it is the man who does seem to be making good toward whom he seems impatient. Sorensen has the reputation of driving such people pretty hard.
>
> A salesman who makes a good record is especially in for a riding. The salesman may, in his own mind, be aiming at nothing more than $10,000 a year; and when he reaches that mark, he may wish to rest upon his laurels. But the boss, under this system, can not let anybody rest—that is, anybody who has shown any capacity for development. Especially is this so if, in the course of his promotion, he has come to have many workers under him.

The writer talked with many of Ford's employees, as he had been so warmly admonished to do, and he came away impress with the fact that such complaints as he heard had nothing whatever to do with the common theory that the machine is making automatons out of the men. Some of them like their jobs, and some don't, he reports, but it is not when the Ford works are going at top speed that they grumble. It is when they shut down, which, we must admit, is not often. Mr. Wood continues:

> Men used to working alone naturally find it irksome to work in concert with so many other men, especially if they are getting on in years and have learned their trade in what they call the "good old days" when the standard of living was a small fraction of what it is to-day.
>
> But it is not the speed to which they object. Nor is it the hard labor. As a matter of fact, "speeding up" in the modern factory does not mean what those who read about it think it does. They think it means the double-quick of military tactics, whereas it simply means more coordination of effort. Workers on the big modern machine do not work as fast as corn-huskers or hay-pitchers or wood-choppers used to work. It isn't necessary. If they did so, moreover, they would be likely to get tired, and modern industry knows that it can not afford to let its workers get too tired.
>
> Certainly there is little lugging and lifting and back-breaking hard work in the modern plant. Heavy things can be lifted and lugged much better by machinery, and they are. The assembling line which I watched seemed more like a modern dance.
>
> "But what will happen," I asked Mr. Ford, referring to the assembly line, "when all our work in America is handled in some such way as this?"
>
> "There will be a lot of work done," he said.
>
> "And a lot of things made," I added. "Is that the only answer?"
>
> "Of course not," he replied. "When work generally is organized like this, we will be able to make the things we want in much less time. The hours of labor will constantly be lessened and the pay will constantly be increased."

"Perhaps to a five-day week pretty soon," I ventured.

"You're getting ahead pretty fast," said Mr. Ford.

The possibilities of such a Utopia did not seem to fascinate him particularly. He could see the logic of it, but he did not care. It is not up to him to bring Utopia to earth. It is up to him to do his job in the Ford Motor Company. If others copy his tactics until the bulk of the world's work is done by scientific modern methods, and we can all work in relays of a few weeks a year, spending the rest of the time in pursuit of culture, Henry Ford will probably have no objections. But that is not his goal. He is concerned rather that the Ford Motor Company shall do with all its might the things which it finds to do. He has no notion that he has reached that goal yet. He can tell only by experience.

That the experience of one generation is passed over to the next does not figure much in Mr. Ford's philosophy. He is not even that much of a socialist. What passes over from one generation to another, as he sees it, is the individual human soul—the soul which has occupied a body, perhaps, in some now-forgotten civilization being assigned by the Great Executive to be born again into present-day America to learn the lessons which work in America may give him. Henry Ford is the world's champion individualist. But, perhaps, its greatest social force.

WHAT WILL YOUR "ANTI-FREEZE" BE?

NOW is the time to begin to think about anti-freezes, as freezing weather comes on and the thoughtful motorist is reflecting on ways and means of keeping his car in perfect running shape during the winter months. There are plenty of "anti-freezes." We hear of honey, and sugar, and salt, and oil, to say nothing of such more technically imposing terms as ethylene glycol. But, as William Ullman reminds us in one of his articles for the Ullman Feature Service, the two substances most frequently used in anti-freezing mixtures are alcohol and glycerin. "The car owner who has dug down into his pocket for the repair or replacement of a cylinder block, a radiator, water pump, or some other essential and expensive engine unit that broke from freezing, has learned the importance of having the right anti-freeze and the correct amount of it." Any anti-freeze solution, we are told, must fulfil three functions:

First it must be adequate to protect the engine by preventing the cooling system contents from freezing at the lowest possible temperature in any given locality.

Second, it must be of a character that will not damage the cooling system through solvent or corrosive action.

Third, it must circulate freely at the lowest operating temperature likely to be encountered.

Taking up first the two chief "anti-freezes," Mr. Ullman proceeds to tell the motorist something about the principal advantages and disadvantages of each, basing his statements on the findings of the Government experts in Washington:

Alcohol is cheaper and more available. It offers adequate protection to the cooling

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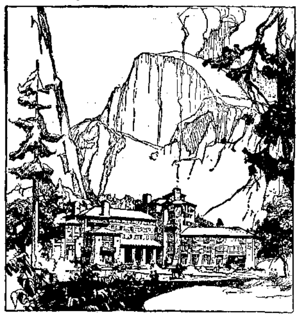

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MOTORING AND AVIATION
Continued

system if present in sufficient quantity. But alcohol, perhaps, is the most fickle anti-freeze. Having an extremely low boiling point, 180 degrees, it evaporates rapidly and the result is that, in localities where the temperature range is fairly wide, a cold spell may find the solution inadequate. The volume of alcohol present, however, is easy to determine by a hydrometer test. The motorist does not make such tests in too many cases. He assumes that the supply is sufficient and that assumption often proves costly. Though he may consider it an annoyance, if he is to protect his engine fully and perhaps save himself a major repair job, every motorist who uses denatured alcohol will find it well worth his while to have his solution tested regularly. He may find that evaporation has reduced the proportion of alcohol considerably.

Other disadvantages that may be charged to alcohol are minor. For one thing, its low-boiling point tends to keep cylinder temperatures subnormal. Another is that alcohol spilled or splashed upon a nitro-cellulose finish is quite likely to prove harmful if not immediately removed.

On the whole, alcohol is a good radiator protector. In case the motorist decides its advantages outweigh its frailties, the following table indicates the effective solution by volume for certain temperatures and the specific gravity reading for the various percentages:

Percentage of Alcohol	*Protects to*	*Gravity*
10	27 above zero	0.988
20	20 above zero	0.978
30	10 above zero	0.968
40	2 below zero	0.957
50	18 below zero	0.943

Glycerin has attracted a large following and most of its users are enthusiasts. Measured by all the requirements for cooling system protection, this substance seems to stand out above all others. Its only disadvantages are costing more initially and being less available in many parts of the country.

But, if it costs more, glycerin lasts longer. Once put into the cooling system, it stays there. It is virtually non-volatile up to the boiling point of its 50-per-cent. aqueous solution—225 degrees—which is much hotter than the average motor ever will run during the winter season. The cooling system into which glycerin is placed must be absolutely free from leaks, for it will creep out tiny apertures from which water will not escape. The hose connections on the car may be in good condition, but if even slightly suspected, should be replaced before this anti-freeze is poured into the radiator.

Another precaution necessary to reaping full advantage of the glycerin anti-freeze is to see that the solution's level never is closer than three inches from the top of the radiator overflow pipe. The thermo-syphon cooling system requires an inch lower level to assure against loss when heat causes the solution to expand.

Of the pure glycerins that may be used, either the chemically pure or the yellow distilled commercial grade is absolutely safe. The crude product contains salts that are harmfully corrosive.

Glycerin is recommended for all poppet valve cars, but its leading producers readily concede its inadaptability for

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Big fellows await fishermen in the more than 1,400 lakes. Bass weighing up to twenty pounds are not infrequently landed. Ten to fifteen pound specimens are caught too often to attract more than passing attention. Bream, catfish and speckled perch are found in great abundance Artificial and live bait are almost equally popular. Fishing tournaments offer handsome prizes and trophies. State laws limit catches and otherwise afford protection of fish. Closed season from March 15 to May 15.

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Musterole does the work, quickly and pleasantly. Rub it on the throat and chest. It tingles and penetrates the skin. It relieves soreness and wards off danger. A clean white ointment made with oil of mustard and other simple ingredients

Keep Musterole handy for instant use. When suffering from croup, chest cold, sore throat, bronchitis, tonsilitis and pains in joints, headache, neuralgia and chilblains or frost bite, rub on good old Musterole.

To Mothers: Musterole is also made in milder form for babies and small children. Ask for Children's Musterole.

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Late afternoon
on the
Florida East Coast

THE golfers are coming in, the bathers leave the beaches, tennis courts are empty, and ponies and horses are resting for the morrow.

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There are people that you like, and like to know, gathered for a winter holiday. At the Ponce de Leon, the Alcazar and the Cordova you'll find them in St. Augustine, at the Breakers and the Royal Poinciana in Palm Beach, the Royal Palm, Miami, the Hotel Ormond, Ormond, and the Casa Marina, Key West. Will you be there too this winter? Make reservations now.

For information, hotel reservations, Pullman and railroad tickets apply,

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sleeve-valve engines. In addition, its viscosity is greater than alcohol's, and in excessively cold climates this makes it less available for certain types of water pump. One's dealer, however, can settle this point satisfactorily.

Glycerin, which looks like a white syrup, is miscible with water in all proportions. However, its specific gravity is high, and the motorist who decides to purchase the pure product and put it in the cooling system himself, would do well to mix it with water before adding the solution to the radiator.

The following table indicates the amount that will be needed for various temperatures and the specific-gravity readings:

Percentage of Glycerin	*Protects to*	*Gravity*
10	29 above zero	1.029
20	21 above zero	1.057
30	12 above zero	1.085
40	zero	1.112
50	15 below zero	1.140

Another anti-freeze is ethylene glycol, a synthetic petroleum product which chemists are said to rate highly because it does not evaporate, flows easily, and does not affect nitro-cellulose finishes. And then there are excellent combinations of alcohol and glycerin marketed under various trade names. In regard to other anti-freeze mixtures, Mr. Ullman says briefly:

> Next to the alcohols, salt solutions are most commonly used. They will prevent freezing down to very low temperatures, but have a corrosive action that is hard on engine jacks, radiators, manifolds, pumps and headers. Spark plugs and ignition wires also are frequent sources of trouble when a salt solution is used as an anti-freeze.

THE "BLACK MAGIC" OF NIGHT MOTORING

WHO says that all the thrill and adventure has gone out of motoring, now that everybody has a car, and everybody has been everywhere? There is still a thrill of adventure and mystery in the open road at night, there is "a tonic of darkness" for the driver who is bored with crowded streets and sick of traffic jams. Chester L. Saxby waxes poetic, even dithyrambic, as he contemplates the enchantment of speeding at night "on byways where woods creep close to wall you in, where sound is fragmentary and nameless, and every pale pond is an unwinking, wondering eye." Writing in *The American Motorist* he mentions no names when he says that the car for the midnight motorist "should not love too much the sound of its own voice." Rather, says Mr. Saxby, in words that seem stolen from some of the motor car ads, the "adventure car should purr soothingly, deep in its throat and squish almost inaudibly on soft, fat tires, like the padded paws of a wary cat." How grand it is "to be lost on a road miserably familiar in the daytime, at a spot barely seven miles from your doorstep." While "driving in the darkness reacts in various ways," to every nature, we are told, "it must bring a thrill." At

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MOTORING AND AVIATION
Continued

thirty miles an hour, "we seemed to drop the road beneath us and mount on wings"—

> There comes a wonderful feeling of airiness, of outright freedom, of downright exhilaration. The tonic of cool air puts us in shape for it, like the effect of opium, I suppose, starting the imagination to working. We sweep upward and drop down; we swim, we skim, we soar. We tingle in anticipation of surprizes. We are part and parcel of a huge monster that eats up a mile at a gulp and belches fire. We control it, but it obeys nothing else, fears nothing, conquers everything. Silly, frightened wisps of life—bugs and frogs and things—jump and scramble and whirr in the circle of our lights, while we sit so motionless on this magic carpet and swing apparently in space. The world rushes past us at a hundred times the speed we are making. We are in the Tennessee Mountains . . . down, down, down to the bottom of a gorge; then a swift climb, clawing at the rocks on a narrow shelf . . . a leap, and we are crossing the Kansas plains . . . and unaccountably we are thrusting the nose of our bark into the sea, and rhythmic swishings announce a head wind—dipping and rising, flinging spume in our faces.
>
> "It's beginning to rain," says some one a long way off. We laugh at the hoax or shut out the voice and drift some more—on an ice floe off Labrador.

The perversely practical-minded driver, we are told, may want to check up on every crossroad or crassly remark, "I've got a little carbon in her." But—

> He is the exception. For most people this rush of air wakes every fiber of their beings and strums tunes on each string. The hum of the motor sings of power, greater power than ever it knew in the daytime, delicious and delirious power to the man who owns it.
>
> You think serene and noble thoughts while slipping over the hills at night, if you have quiet companions and if you think at all. Soundless the springs lift and fall, like mute music deep inside. A million sleepy voices whisper vaguely in spread branches, croak in gossamer lakes with their silver spangles, chitter, hum and tinkle distantly the echo of contentment; and every whilom sound draws down the curtain of weary eyes. Away off from the shriek of the radio, afar from the claptrap—"Have you heard this one?" clearing the lungs of thick indoor air, the ears of petty jargon.

Is every driver of a car capable of experiencing this "kick," or must one have "temperament"? Some have found similar rapture in riding a bicycle at night. We read on:

> Night driving is strange and strong and pleasant medicine. It works naturally and produces no great miracles unless the treatment is continuous. It does not compete with the multitudinous jobs of the modernist on his night shift. Rather, it offsets them. In the end it saws more cordwood and makes more caterpillars into butterflies. Black magic in the smoky darkness out yonder. Try it!

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A MOTORIST'S ADVENTURES IN SOUTH AMERICAN WILDS

TO ARMS! Let us defend our homes!" The inhabitants of São José de Chiuitos are rushing for their weapons. An icouth snorting monster with people side has entered their quiet village, and it carries the Brazilian flag, they natully conclude that Brazil is invading Bovia. What could it be but the advance iard of a hostile Army? As they have ver before seen a motor-car, it is only ith difficulty that they can be persuaded, rites Roger Courteville in the New York *imes*, that it is a peaceful expedition otoring for pleasure through their track-ss marshes.

This is merely a single episode in one of e most difficult trips ever undertaken and hieved with a motor-car, we are told; a ip that began in Rio de Janeiro, one ptember day in 1926, and ended eleven onths and one day later—in August, 1927 at Lima, the capital of Peru. He was companied by his wife and a Brazilian echanic, Julio Katzent, and the distance vered was "about 5,415 miles of the worst otoring country in the world."

M. Courteville is a retired French officer, d for two years he had been employed an instructor in the reorganization of the azilian Army. Then the wanderlust, rn of war-campaigning, became too ong for him, he says, and he began to g for something more stimulating. And w let him tell how he got it:

> I became fired by the notion of finding way by motor-car through the wilds of azil and fastnesses of Bolivia, with the actical object of mapping out a trans-ntinental route, and particularly of ablishing a highway connection between ntos and Callao. The actual prepara-ns took one year.
>
> I financed the greater part of the enter-se myself, the balance being made up a group of wealthy business men. We owed $50,000 for the venture. When the rney ended, all of the money was gone. e Renault was imported direct from ance, and arrived minus, among other ngs, the gasoline tanks. These had to be provised at Rio before we could actually under way.
>
> We passed the first 625-mile mark at rto Ferreira after comfortable runs over od roads through Petropolis, São Paulo, d Arras. Putting on speed to escape yside lepers here and there, we reached berao Preto, the native town of Santos mont, where our motor developed the t fatal series of troubles and forced us halt for several days. We now began to into long stretches of roadless country d rivers without bridges. Rio Preto, out 840 miles from Rio, was the last ilized town to be encountered for many ong day. Ahead lay the unknown.

The stimulating adventures that the rty was seeking began soon enough—in shape of a break-down in the desert—we read on:

> We had intended to make for Cuyaba way of Santa Rita de Araguaya. But ndits had burned the bridge of Santa na, forcing us to detour across 312 miles desert. In the very middle of this

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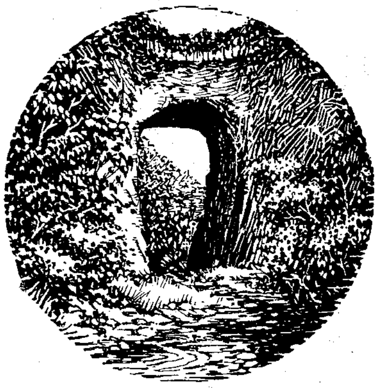
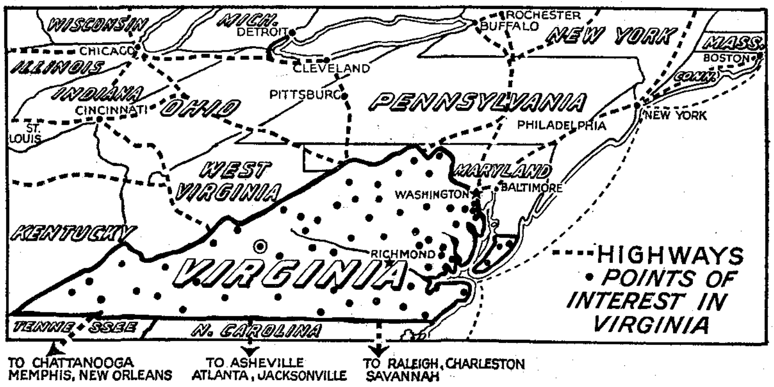
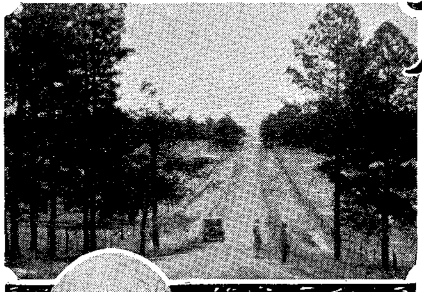
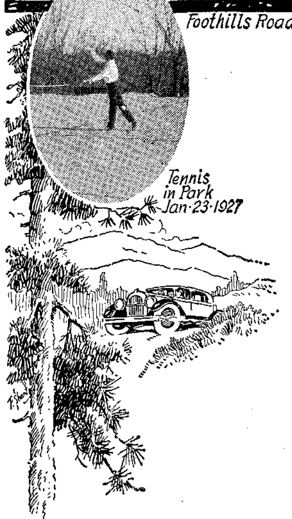




How Many Days Have You Seen the Sun This Winter?



Foothills Road-Jan-17-1927



Tennis in Park Jan-23-1927

In the Pikes Peak Region There Are Less Than Four Days Without the Sun During Winter Months!

"Oh, why *don't* you tell us in other sections about such wonderful weather in winter?" said a woman who stopped off in Colorado Springs during the days when skies are overcast and cold lingers in very many places.

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Like the woman mentioned above, visitors are delighted in a new conception of what a winter day can be. They readily can realize why more and more fine homes are being built here by people with means to choose a residence any place that pleases them best. They see a beautiful, clean, cultured, cosmopolitan community enjoying life at its best.

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MOTORING AND AVIATION
Continued

> tumbling sea of sand the engine broke down. The crankshaft had snapt in two. My wife, the mechanic, and I took our water-bottle and quinin and set out on foot.
>
> But miracles do occasionally happen. Wearily marching along under a blazing sun, we fortunately encountered a military caravan of American trucks, which returned with us to our Renault and towed it into Santa Rita—an operation requiring two days. At Santa Rita, a gold and diamond mining camp, situated in the center of the State of Matto Grosso, our military good Samaritans lent us an old truck for the side trip to Cuyaba, 625 miles further on.
>
> On the way to Cuyaba we came upon pterodactyl bones, and made note of the longitude and latitude for report to the Geographical Society of Rio de Janeiro. We also came upon several rivers, and were helped across in the canoes of friendly Bororos Indians, whose language resembled Turkish spoken by a parrot. They gave us details about the appearance of two mysterious white men in the region.

At this point, M. Courteville believes, he discovered an English explorer who has long been lost to the world, and who seems to have surrendered to the wilderness he had sought to conquer. The narrative continues:

> Just before our arrival at Cuyaba, we saw sitting near the trail a tall, gaunt man with gray hair and some days' growth of beard on his face. He was clad in shirt and shorts, and his bare legs were black with mosquitoes. Not recognizing the stranger's nationality, I addrest him in Portuguese. He did not reply. I tried English with better results. I asked the wayfarer why he allowed the mosquitoes to browse upon his bare legs. "They are hungry, the poor devils," was his reply. The conversation languished. The stranger, after the manner of Englishmen, was unresponsive, and disinclined to talk about himself and his affairs. After fifteen minutes or so we continued on our way over the few remaining kilometers to Cuyaba.
>
> It was not until we reached Cuyaba and mentioned having come across a man who spoke English that we learned we had been conversing in all probability with Colonel Fawcett. According to the gossips at Cuyaba, Colonel Fawcett had failed in his attempt to reach or to locate the fabled City of Gold, tho he had traveled with his elder son some way along the River Xingu. The son's illness had compelled Colonel Fawcett to return on his tracks. He had since lived in unmolested content in the Diamantino district.
>
> Returning from Cuyaba, at Camp Grande, an Army post, we received an old Ford engine (of the eleven-millionth mark) from the kind-hearted commandant, Gen. Nicolau Silva, to replace our fickle Renault motor. Reaching Santa Rita de Araguaya again, we found it in a state of terror because of revolutionaries. On hearing the noise of our motor-truck the few remaining inhabitants fled into the bush, and it was with difficulty their fears could be allayed.
>
> It took two days to effect the marriage of the ten-year-old engine with the chassis of the Renault, but it was at last accomplished by what we prided ourselv to call a masterpiece of mechanical ski The Renault, now a Ford-Renault, to the road again; and not an hour too soo The same day Santa Rita de Araguaya w sacked and burned by the revolutionari and several inhabitants were killed.
>
> We entered Bolivian territory at Puer Suarez, almost 2,688 miles from Rio Janeiro, on November 31, about two a a half months on our way.
>
> En route from the Bolivian frontier Santa Cruz de la Sierra, our next objecti and the capital of an enormously rich d partment, the country is virgin soil f automobiles. There is every appare reason that it should remain so. Endl swamps, torrential rains, the contin presentiment of hostile Indians lurking the bush, with the added possibility of arrow in the back, are part of the motoris lot. Most of our time was spent in tricating our Ford-Renault from the bo Julio and I up to our waists in wat Occasionally it was necessary to attach pulley to a tree and haul the machine o We reached a way station called San Anna, only by grace of twelve bulloc which pulled us there.
>
> Santa Anna was inhabited by a hand of Indian families living miserably betw swamp and rain. The natives desired buy our fuel oil, considering that it was oil with which they could cook their fo They were not satisfied with our expla tion. To retaliate they refused to sell any supplies.
>
> Once across the river Tucavaca, faced a swamp that was impassable. F tunately we had arranged at Santa An by telephone with the military post ahe at Robore for a detail of six soldiers. Th made a road for us across the swamp cutting branches, and a rope and pul did the rest. Fording seven more riv we reached the Robore post itself, ab 134 miles from Puerto Suarez, and w hospitably received by the Bolivian m tary. Leaving Robore we made a twen five-hour non-stop run which exhausted gas in our fuel tanks. We resorted alcohol obtained from the sugar-cane, I was surprized at the results it gave.

It was at the next town, São José Chiquitos, that the natives rushed to a to defend their homes from the mons that had invaded them on wheels. Courteville gives us this further glimps the place and its people:

> São José contains the ruins of a Je mission, together with a cathedral an convent, dating back to 1648. Banish the Fathers left a curse upon the to they had founded, according to the lege And so it would appear. A scourge politics has split the few inhabitants i at least fifteen political parties.
>
> The leaders spend their days in h mocks, glasses of liquor within easy re beside them, while they discuss the poli of Woodrow Wilson and Raymond Po caré. They hold the latter two respons for the present Administration in Boliv as well as for the absence of teleph or telegraph service. The limitations São José de Chiquitos were such that had to import gasoline on horseback fr Santa Cruz de la Sierra, 330 kilomet some 205 miles away, which delayed several days.
>
> It was not until the middle of Janu that we reached Santa Cruz, the cap of Eastern Bolivia. Before we got th we were obliged to cross the Rio Gran

tremendous stream more than a mile wide. orty men, all good swimmers, answered r call for help. The automobile was ılled to pieces and each piece was placed a waterproof skin. It took three days effect the crossing.

Our arrival in Santa Cruz made a sen- tıon among the inhabitants, who had ver before seen an automobile. They came so excited to see the first one in eir life that they closed all the shops. ho Santa Cruz de la Sierra has 15,000 habitants, the city is seemingly lost in e geographical center of South America. hey are all white people, descendants of e Conquistadors.

For a whole week these people were so eased with our car, which they had known eviously only in pictures, that they held ception after reception for us. For me it as a real mystery how they could dis- ver all the champagne. I made an offer the municipality of Santa Cruz to call e car after the name of the city, and this as done one Sunday in the presence of high society."

But if getting into Santa Cruz had been problem, getting out of it, we are told, as something worse. The solution was a ovelty—an automobile on muleback! he traveler explains:

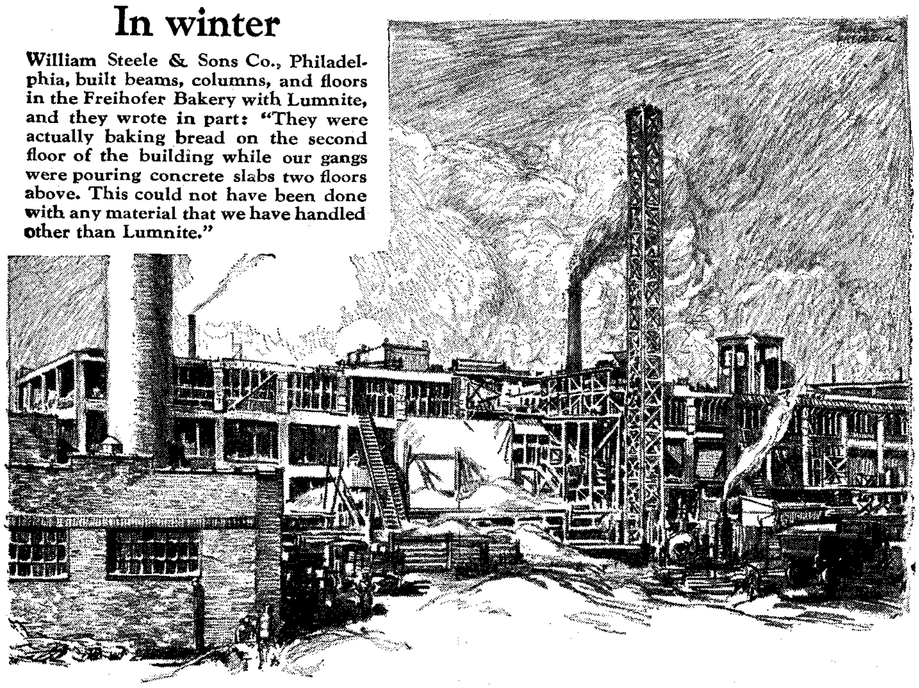
From Santa Cruz it was impossible to t by motor to Cochabamba, the next ty on the way to La Paz. Santa Cruz is out 650 feet above sea-level. Before us omed the Andes, whose summits rise to altitude of more than 20,000 feet. A uthern pass was impossible because of angerous rivers and Indian tribes; like- ise a pass to the north was impractical. took the only solution possible. I put y automobile on muleback. It took us rty days.

Twenty mules were required to transport e forty pieces of the car and six more for e trunks and ourselves. It was slow usiness—about six and one-quarter miles day for two weeks. We traveled along ecipices with drops so sheer that one d not dare to look down. At Chillon e muleteers all got drunk and we lost ur mules.

Chillon was famous for an underground assage where the Jesuits were supposed have hidden a great store of gold before eir expulsion. We investigated. It was shallow cave leading only a few yards to a little hill, and had been excavated y the natural water. At São Isidro a rmer had built a tower he called a church d put all the habitations of his workmen ound it. I fixt his broken-down har- onium for him. Learning of my knowl- dge of music, he asked me to accompany mass.

Reaching Totora, we reassembled the utomobile, which took a week, and then roceeded to Cochabamba, from which e went on across mountains without roads Oruro. Oruro, a mining center, is one of e highest cities in the world, and is in the iddle of a tremendous desert of snow. here was a wonderful natural road from here to La Paz. For long stretches we ould have run full speed except that the r was so light that it was insufficient r the carburetor. Consequently, our peed was limited to five miles an hour.

At Viacha, a little more than thirty iles this side of La Paz, I sent telegrams o the President of the republic and his Ministers, to let them know we were coming. n a few hours I was advised to make an fficial entrance at 11 A. M. the following Monday. Keeping the appointment, we



In winter

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MOTORING AND AVIATION
Continued

found many people assembled at the city limits of La Paz, who gathered to witness our reception by the authorities. Heading an official procession, we raced down to La Paz, the highest capital in the world, in a basin 2,600 feet deep.

After a month and a half in La Paz, we are told, the travelers again turned their faces toward Lima, crossing the Peruvian boundary at Desaguadeiro. Says M. Courteville:

> A bridge over the River Desaguadeiro, which connects Lake Titicaca with Lagoa Popo, marks the separation between Bolivia and Peru. Two small towns at either end have the same name, one in Peruvian, the other Bolivian.
>
> All the way to Puno, the capital of the department of that name, we were received by various authorities along the road. Puno is on the west shore of Lake Titicaca, and when we got there the Prefect and the authorities made us the city's guests and obliged us to go to all the clubs of the city and drink champagne. The Prefect at first refused to give us gasoline, in order to keep us "more longer." Finally, after twenty days, he let us go.
>
> Arequipa, the next stopping point, is 6,500 feet lower than Puno, and we made part of the descent on the Arequipa-Puno Railway roadbed for lack of other road. This railway is one of the most remarkable road constructions in the world. In Arequipa, a big city with a volcano, there is a proverb that due to the state of the atmosphere (electricity, I suppose) the people go a week without talking—and, correspondingly, without bad humor. At every corner if there is not a church there is a German store.
>
> Also, there was Atico, close to the Pacific. Near Atico are ruins of two Inca cities. Refusing to be slaves to the Spanish conquerors, the Incas made big, round holes in the ground about one yard in diameter and ten or more yards deep, and put themselves to death. In such holes have been found as many as fifty skeletons of men buried alive, together with many other objects, all well preserved.
>
> At last we arrived in Lima—the end of almost a year of steady travel. We were entertained by the authorities, made official guests of the city and received by Señor Leguia, President of the Republic. Our "glorious trophee," as the newspapers called the automobile, went to the Musée Bolivariano, to take a long rest between the old uniforms of General Bolivar, who won independence for South America from the Spanish conquerors.

Page Mr. Chaplin.—School girls of Yakima, Washington, have made an apple-pie ten feet in diameter, eight inches deep and filled with a ton of fruit. What a wonderful movie this would make if they could only find a comedian strong enough to throw it.—*Judge.*

Getting His Money's Worth.—WAITER—"Hey! What's the idea of stuffing the tablecloth in your pocket?"

DINER—"Well, you charged me two dollars for cover and I thought I'd take it with me."—*Boston Transcript.*

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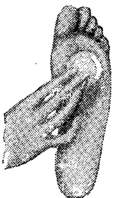
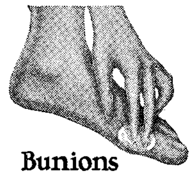


Callouses



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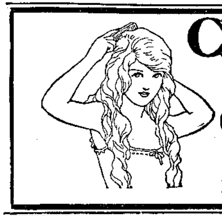

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SCIENCE AND INVENTION
Continued

MYSTERIOUS CYCLES IN ANIMAL LIFE

MANY kinds of living creatures increase in number at intervals without apparent cause. When they are injurious to man, as mice or locusts are, we notice these increases, but in other cases they are brought to our attention indirectly. Julian Huxley, who writes of them in *Harper's Magazine* (New York) under the title "Mice and Men," reports that a study of the Hudson Bay Company's records shows similar cycles of increase and decrease in the fur-bearing animals. Each period of maximum production is followed by an epidemic that brings on a minimum. Mr. Huxley gives many instances of these increases, from the plague of field-mice in California early this year to the periodical devastation of crops by the Kansas locusts. They follow regular cycles, he finds, one of about eleven years and one of about a third of this period. Eleven years is the sun-spot cycle, but altho Mr. Huxley suggests a connection as probable, he is too cautious to make a definite statement. He writes:

> Why these sudden outbursts of generative energy on the part of rodents? That is a problem for animal ecology, the branch of biology which might be called scientific natural history—the study of animals in nature and their relations with their environment and with other animals and plants. The first thing the ecologist discovers is that the plagues are not such isolated phenomena as at first sight might appear. They are merely exaggerations of one part of a regular cycle. All small rodents (not at present to go beyond this group) appear to have the life of the species strung on a curve of numerical ups and downs, a cycle of alternating abundance and scarcity.
>
> When the different records for all kinds of animals and birds from all over the temperate regions are analyzed, it turns out that in most cases the average length of the cycle of abundance is either just over eleven years, or else one-third of this, namely about 3.7 years.
>
> Is there any virtue in this period of eleven years? Every astronomer would at once exclaim "sun-spots"; for the number of sun-spots visible on the sun's disk shows a well-marked fluctuation, and this cycle, too, has a period of just over eleven years. What is more, the sun-spots do not always keep strictly to their eleven-year period, but may anticipate or delay matters by a year or so: and when this is so, the animals' curve of abundance is usually found correspondingly shifted.
>
> There is little doubt that spots on the sun have an effect upon weather on the earth. If the tracks followed by heavy storms are plotted on a map, it will be found that, in North America, for instance, there is in any one year a zone along which the majority of storms travel. Now this zone shifts up and down with considerable regularity from year to year, returning to the same position about every eleven years. Such a shift will mean that there will be cycles of rainfall, some areas getting more than the average every

Hair Health—the Facts

The Literary Digest deals, in the main, with facts. Its readers, we assume, are people accustomed to dealing with facts, and able quickly to spot a fact or reject an exaggeration.

Take the health of your hair, for example. Goodness knows, there are plenty of modern Baron Munchausens talking about the hair! We *all* hear stories about curing dandruff — over the week-end. Stories of putting brand new hair on perfectly bald heads!

But there are a few simple facts. Here are some:

Doctors have studied the hair and scalp for years. They have watched the effects of various remedies on the health of the hair. And they have learned, for one thing, that pure pine tar, from the health-giving pine forests, is one of Nature's most effective remedies. As far as we know, there isn't a single medical work on the care of the hair that doesn't endorse pine tar.

However, doctors early learned that pine tar alone could not be conveniently applied to the scalp. So over 60 years ago Daniel Packer began to incorporate pine tar in soap—Packer's Tar Soap. And ever since physicians have been recommending Packer's because of the healthful pine tar in it.

Now, we never have offered Packer's as a cureall — and we never will, either. But we do promise you this: You can give your hair and scalp no more intelligent care than to wash it once a week with Packer's Tar Soap—and massage the lather in.

If you are like most of the men we know you will really enjoy your Packer shampoos. There's something about the out-door fragrance of those great piles of snowy Packer lather that makes a man like it. And there's something about a Packer massage that makes his scalp like it—and tingle and glow with health.

And so, if these homely facts strike you as sensible we suggest that you get a cake of Packer's this very day and begin tonight to give your hair and scalp the fine benefits of Packer shampoos. For your convenience, especially when traveling, each cake of Packer's is now packed in its own metal soap box. And, by the way, if you have never taken Packer's into the tub you simply don't know what a real man's bath *is!*

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For 10c (stamps or coin) we will send you a generous sample of Packer's Tar Soap and a copy of our new Manual, "The Care of the Hair." This profusely illustrated 28-page book presents the most scientific thought on the care of the hair; suggestions for the care of dry hair, oily hair, falling hair and dandruff. Fill in coupon, clip and mail.

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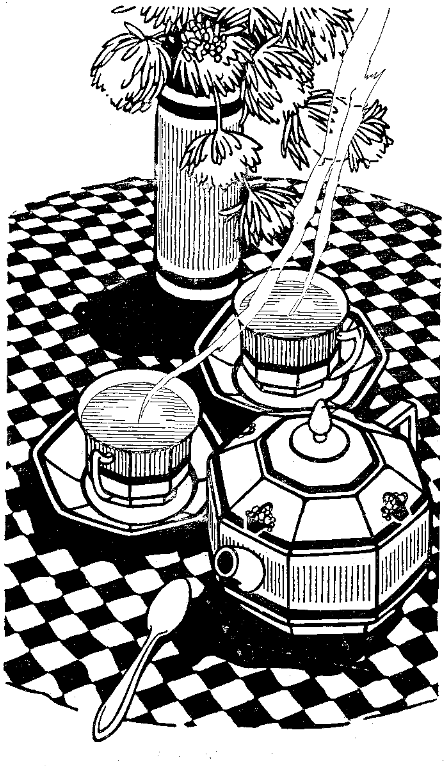

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SCIENCE AND INVENTION
Continued

eleven years, while other zones will be getting less; and this is what actually occurs. Such changes are likely to have the most noticeable effect upon plants and animals where conditions are difficult for life.

How about the human animal? Is he also affected by these conditions? Mr. Huxley thinks there is no evidence of it. These fluctuations, in fact, do not depend on reproductive capacity, but on changes in the food supply, reenforced by outbreaks of disease. He says:

> There is nothing in the fall of the human birth-rate which can not be accounted for by increased prudence coupled with increased practicability of contraceptive devices; nor is there anything, even in the most destructive plague of voles or rabbits, followed by the most spectacular disappearance of the marauders, which can not be accounted for by causes simpler and more familiar than an otherwise unknown fluctuation in reproductive potency. Once conditions such as food begin to favor a small herbivorous mammal, the shortness of its life-span enables it to outrun the constable of its carnivorous enemies, which are handicapped through being of larger size, and so requiring longer to complete each generation. However, as the density of herbivore population increases, parasites will be able to spread more rapidly from one individual to another. Finally a density is reached at which some disease germ can pass from mouse to mouse with great rapidity, with the result that a fulminating outbreak of disease occurs.
>
> If lemmings and rabbits and mice are killed off in thousands by epidemics, may not rodent cycles bear some relation to human disease? The answer is not only that they may, but that they do. Most people know now that bubonic plague is spread to man from rats and other small rodents like gerbils by means of the animals' fleas. The years when the small rodents in Central Asia or South Africa show maxima in numbers, the incidence of human plague increases.

Speaking racially, and not of the individual, Mr. Huxley believes that thinning out by enemies and epidemics is a good thing for the animals. He explains:

> A herbivorous animal without carnivorous enemies would tend to overpopulate its territory, to be diseased and undernourished, even to condemn itself to starvation by eating down its own food-supply; a carnivorous species which was restricted to one kind of prey, and a kind which it could too easily catch, would inevitably bring its own race to extinction by eating itself out of hearth and home. Both eventualities have, through the interference of man, been realized. When red deer were introduced into New Zealand they throve on the succulent forest and bush, and multiplied exceedingly, owing to the absence of all carnivorous enemies. But after a few decades they had changed the face of the country where they were abundant, and to-day the fine heads and heavy beasts are found only on the outskirts of the deer's range, where it is still advancing

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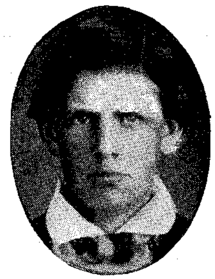

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> nto virgin country. Elsewhere the herds re full of stunted specimens and malormed antlers, and the authorities have een forced to play the part of natural nemy, and to adopt a rigorous policy of eriodic thinning out to save the stock.

This being so, Mr. Huxley asserts somehat paradoxically that a "wise choice of nemies" is an asset to an organism! He oes on:

> One can hardly, perhaps, speak of an nimal's enemies as part of its adaptations; ut at least they are vital to its survival. The fact is, of course, that in almost very case the word "enemy" is only pplicable when we are thinking in terms f individuals: as soon as we think of the pecies, the individual "enemy" usually urns out to be a racial benefactor.
>
> The two things needful at this stage are atience and research. Patience is needed n face of the popular outcry and demand or immediate action which is raised every ime a plague of mice or a dearth of fish s experienced. And research is needed to nravel the excessively complicated threads of the web of life by which one organism s linked up with others and with all its environment.
>
> Modern agriculture, with its massing of huge numbers of individuals of one species of plant or animal, is a deliberate invitation to parasites and pests to revel in the unaccustomed profusion. And when we come to tropical agriculture, we must emember that the tropical heat raises the nsect to be the equal in activity of the warm-blooded mammal, including our own species. The mechanical and chemical triumphs of the last hundred years must give place in this century to biological triumphs of equal magnitude if man is to retain his dominant position on the earth.

THE WORD-BLIND AND THE MIRROR-WRITERS

THE case of the mirror-writer who believes that he uses the hemispheres of his brain separately, according to his employment of normal or "mirror" writing and reading, will be remembered by readers of THE DIGEST, together with the general disagreement of psychologists with his thesis, as reported in these columns. Harvard experts in education now announce that they have established a connection between this peculiarity and "word-blindness," or inability to distinguish certain words at all, hitherto believed to be totally unconnected with it. Says a reviewer of their work, who writes in *The British Medical Journal* (London):

> The special disability in reading shown by some children and known as "word-blindness," and the phenomenon of "mirror-writing" shown by other children, are well-known and interesting oddities. More attention has probably been given to the cases of word-blindness, owing to the interest they afford to the oculist, who generally discovers them, for at the outset the difficulty of the child is commonly thought to be due to inability to see. Up till now word-blindness and mirror-writing have not been thought to be related. Now the psychologists have taken a hand in investigating them, and they suggest that there is a connection. This is done in one of the Harvard Monographs in Education, entitled "Special Disabilities in Learning to Read and Write."
>
> The two conditions are held to have certain features in common, a consideration of which may be reciprocally illuminating for the understanding of each condition. Word-blindness has until recent years been usually regarded as either a congenital defect or an acquired condition due to some lesion in the brain. Mirror-writing has, on the other hand, usually been looked upon as one of the possible consequences of extreme left-handedness. Altho it has been more commonly observed in the subnormal, it has not itself been regarded as congenital (altho left-handedness has been so considered) or distinctly pathological. The educational psychologists who have more recently interested themselves in these conditions have come to hold much the same point of view in regard to extreme reading disability or word-blindness as has been generally held in regard to mirror-writing. They have argued that disability or inability in reading forms simply "the fag-end of the normal distribution" of the abilities in question, have questioned the existence of congenital factors, and have considered "the possibility that inhibiting habits, however acquired, may be at the bottom of the inability." Cyril Burt has described such a situation: "Backwardness specifically in reading is often due to illness or absence between the ages of six and eight. It is during this period that the ordinary child is taught to read. If he fails to learn to do so then, he is still, on the grounds of age, transferred at the usual time from the infants' department. Once in the senior school he meets with nobody who feels it his business, or perhaps with nobody who feels himself able, to teach a child the rudiments of reading, and so he lingers on, and a few years later appears, in a very literal sense, word-blind." Usually, however, specific intellectual shortcomings may be discovered which, even under changed conditions and the most capable instruction, limit the individual's learning.
>
> To connect word-blindness and mirror-writing seems at first glance to be a wide stretch. But there are intervening cases. There is the "tail-ender" reader, the left-handed subject who appears to be also left-eyed, as it were, who tries to read from the right instead of from the left, and who reads "saw" as "was." There are also reported a greater incidence of speech defects among the left-handed, which points to further complication in their learning to read.

Johnny on the Spot.—MINISTER—"Who giveth this woman?"

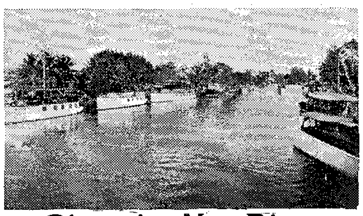
BRIDE'S FATHER—"I do. And now, folks, I wish to remind you that to-day's program is coming to you through the courtesy of Walter Q. Blubblah, father of the lovely bride and president of the Blubblah Bushing and Winch Corporation, manufacturers of the 'Little Wonder Winches' and 'Milady Dainty Bushings,' at all hardware shops of the better sort."—*Life.*

Smother the Pucker.—AUNT—"I'll fix your grapefruit for you, dear. How much sugar shall I put on it?"

ELSIE—"Too much, please, Auntie."—*Christian Advocate.*

Feather in His Cap.—NITT—"Her husban owes a lot to her, doesn't he?"

WITT—"Sure; nobody ever heard of him before she shot him."—*Judge.*



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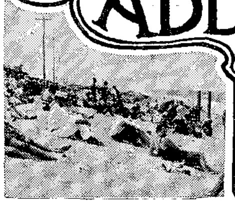

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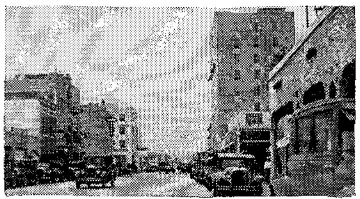

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INVESTMENTS · AND · FINANCE

WHAT THE WORLD WAR COST US

THE WORLD WAR was the most expensive luxury that the world has ever enjoyed. Leaving aside the cost in lives and suffering, the actual money spent in carrying on the war reaches a staggering total. Confining it to this country alone, one observer estimates that before this and the next generation is through paying for it, the total will amount to something like $100,000,000,000. What starts the talk at this time is a paragraph in the annual report of the Secretary of the Treasury on the money cost of the war to our Government. The Treasury experts have been revising their calculations on the subject, and, like most such revisions, it is a revision upward. The last official statement, back in 1920, put the total cost at $24,000,000,000. The Treasury now puts it at nearly $48,000,000,000, offset by certain receipts that bring the net total down to around $35,000,000,000. One of the Washington correspondents who uses these figures takes the Civil War analogy and estimates that the payments for pensions and other forms of veterans' relief will bring the total up to more than $100,000,000,000.

OFFICIAL SUMMARY OF WORLD WAR COSTS

From the Annual Report of the Secretary of the Treasury

	Total War Costs	*Receipts*	*Assets June 30, 1921 (partly Estimated)*	*Net War Costs*
Military activities	$16,283,569,220	$ 981,573,735	$ 452,401,819	$14,849,593,666
Naval activities	3,480,781,737	24,438,786	55,000,000	3,401,342,951
War emergency corporations	4,387,600,269	487,728,506	892,460,280	3,007,411,483
War expenditures under other departments and war agencies	3,541,823,843	446,746,177	283,370,479	2,811,707,186
Interest on war debt to June 30, 1927	8,116,343,095	....	....	8,116,343,095
Foreign obligations (June 30, 1927)	9,598,236,575	1,743,930,407	7,470,000,000	384,306,169
Veterans' Bureau (Continuing costs to June 30, 1927)	2,548,917,595	....	....	2,548,917,595
Total	$47,957,272,333	$3,684,417,611	$9,153,232,578	$35,119,622,144

The Treasury's new estimate is based on an extension of the war period to June 30, 1921, when the state of war with Germany officially ended. During the past year the Treasury has made a detailed analysis of expenditures over this whole period and of continuing costs up to the end of last June. As we read in the report:

> This estimate makes allowances for the estimated normal expenditures under the War and Navy Departments on a peacetime basis, receipts on account of the sale of war supplies and surplus government property, etc., and assets held on June 30, 1921, except the foreign obligations and the amount due from Germany on account of reimbursement of the costs of the American Army of Occupation which are taken as of June 30, 1927. Some of the assets shown as held on June 30, 1921, have, subsequent to that date, been converted into cash and covered into the Treasury. The receipts and assets are credited against the total war expenditures.
>
> It is not believed that the assets representing obligations of foreign Governments and claims against Germany for Army costs should be listed at their face value, but should be stated at their present value, based upon the average rate of interest the United States is paying on its public debt. This average rate was on June 30, 1927, slightly under 4 per cent. per annum. The payments, therefore, to be received under the various funding agreements have been discounted so as to show their present value on a basis of 4 per cent. per annum, payable semi-annually. This amounts to approximately $7,440,000,000, or about 60 per cent. of the value of these foreign debts based on the terms of the original obligations. Assuming that Austria and Greece will settle their debts on the same average basis, 60 per cent. thereof, or $30,000,000, should be added to the above. On account of the present conditions in Armenia and Russia the indebtedness of these governments has been eliminated from the assets. The total assets representing foreign obligations are, therefore, $7,470,000,000.
>
> The amount due from Germany on account of reimbursement of the costs of the American Army of Occupation was on June 30, 1927, approximately $225,000,000. The United States is to receive annually out of the Dawes annuities the sum of 55,000,000 gold marks until this claim is satisfied. Assuming, therefore, that the United States will receive on this account the sum of $13,000,000 per annum for seventeen years, the present value of this asset, discounted on the same basis as the foreign obligations, amounts to approximately $158,000,000.
>
> The continuing costs of the war are the expenses of the Veterans' Bureau, interest on that part of the public debt of the United States created as a result of the war, and construction of hospitals for the care of veterans of the war.

These calculations, notes the New York *Times* editorially, show that the 1920 estimate was $24,010,000,000. To this is now added expenses from 1917 to 1921, bringing it to $27,183,989,000. To that is added "for the period from 1921 to July, 1927, interest on war debt and cost of hospital construction and expenditure by the Veterans' Bureau." On that basis the estimate of the cost of the war is raised to $35,119,622,000. The trouble with all this, says *The Times*, is that no such estimate can be final:

> Veterans' Bureau expenditure will continue into the distant future. This very Treasury report shows $230,556,000 expenditure in the fiscal year 1927 for pensions arising from American warfare prior to 1917. The estimate would also be bound to increase every year through interest on the debt, until the last of the war loans or of the obligations into which war loans had been converted should have been extinguished.

Irrespective of this question, some interesting comparisons suggest themselves to the writer for *The Times:*

> On the basis of the war cost estimate of 1920, our direct expenditure for the war was something close to $40,000,000 per day. On the basis of the 1927 estimate, it would work out at something over $58,000,000. The common estimate of the cost of our Civil War, without including subsequent interest on the war debt, was $1,000,000 per day in its early years and $3,000,000 at the close. One year after the late European war had begun, the German Chancellor estimated in the Reichstag that it was costing all the belligerent Powers combined $75,000,000 daily. As late as June, 1916, an international bankers' estimate fixt $103,000,000 as the same aggregate daily outlay.

But the figures from the Treasury Department do not tell the whole story. That veteran political writer, Judson C. Welliver, asks in a Washington dispatch to the New York *American*, "when the last bond is retired, the last insurance policy paid, what will the balance sheet show as the total cost of the conflict?" Mr. Welliver's guess is $100,000,000,000. He points out that the total cost of the Civil War is now set at about $6,000,000,000. But before the Civil War pensions are all paid the total will be at least $9,000,000,000. Putting the World War cost at $40,000,000,000 in round numbers, Mr. Welliver makes this little application of the rule of three: "If the current cost of the Civil War was $6,000,000,000, and its ultimate cost $15,000,000,000, then the current cost of the World War being $40,000,000,000 its ultimate cost would be $100,000,000,000." He adds to this interest on the war debt until it is paid in 1949 (as it will be at the present rate of payment) which amounts to about $16,000,000,000, to be added to the $100,000,000,000. Continues Mr. Welliver:

> Of this grand total of $116,000,000,000, which will ultimately be disbursed, just about one-half will represent Treasury operations,

nd the other half will be handled through he U. S. Veterans' Bureau. Even now, his bureau is the most costly single activity f the Government aside from serving the ebt.

It costs more than the Army or the Navy, r any other establishment. For 1929 ts expenditures are estimated at just under half billion dollars. If we add to this he expenditures of the Pension Bureau, hich deals with all veterans except those f the World War, we reach a total of bout $700,000,000 as the present annual xpenditure for veterans of our wars.

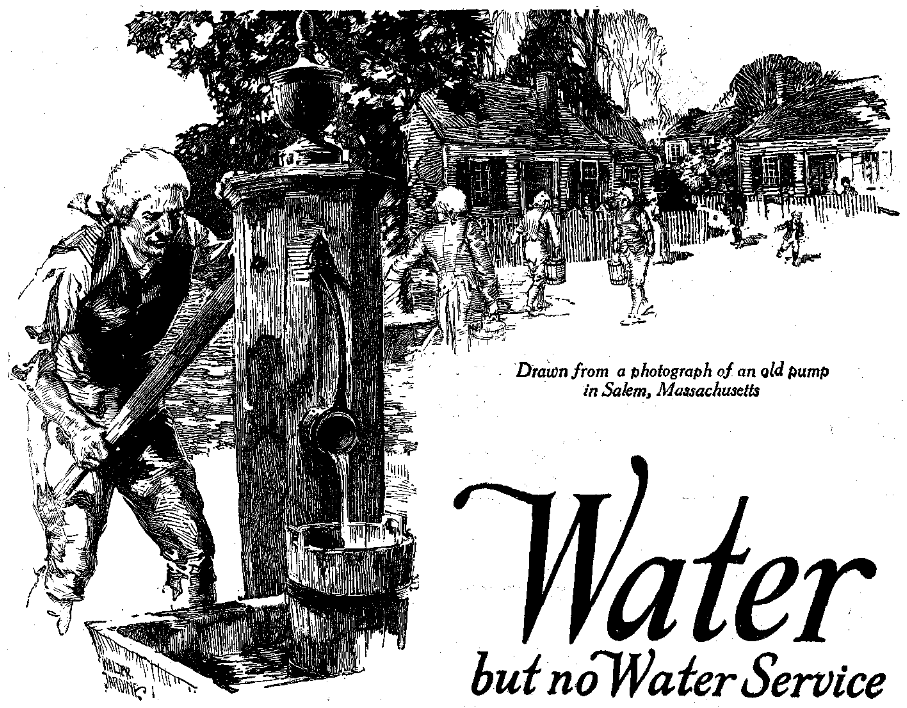
The Veterans' Bureau is the biggest tem in the cost of Government.

PROHIBITION AND THE SAVINGS BANK

IN many of our congested centers the "saloon on the corner" has been ucceeded by a bank, and this has happened ften enough, *The American Banker* observes, to excite comment. This New York anking daily inclines to think that it will e an impossible task to determine with ny exactitude "the influence of Prohibition n building the savings-bank totals of the ountry; that it has had some bearing will e admitted even by those who do not paricularly favor the Prohibition amendnent." On the other hand, *The Savings ank Journal* has been making a survey nd comes to the conclusion that Prohibiion has contributed little to the increasing avings-bank deposits. This periodical, owever, does report statements from bankrs giving Prohibition considerable credit for he notable recent development in this paricular kind of thrift. In its article enitled "Has Prohibition Affected Savings?" *he Savings Bank Journal* says:

> While a good part of the public press nd the advocates of Prohibition continue o spread reports of the broad benefits of he Eighteenth Amendment, particularly mphasizing the growth of savings deposits s one of the outstanding benefits, savings nd commercial bankers are united in the elief that Prohibition, as such, has been negligible factor in the growth of savings.
>
> Regardless of personal opinion, their eports have come to the office of *The avings Bank Journal* filled with facts nd generally repudiating this thought. t is true that all bankers responding to the urvey were not in full accord, but this exhange of views at least emphasizes that avings growth in the United States in the ast ten years is not due to Prohibition, to he lull in home-building, or to an apparent aturation point in instalment buying.
>
> It is their contention, and seems to hold niversally true, that education and the eneral prosperity of the country, with the esultant higher wage scale, is the answer. This survey, or review can establish one act definitely—that Prohibition has not een as big a factor in the growth of savngs deposits during the last ten years as one may be led to believe.

The above paragraphs are quoted in the New York papers, which also reprint a number of the quoted statements of prominent bankers. The President of the Providence Institution for Savings is inclined to agree with *The Savings Bank*


Drawn from a photograph of an old pump in Salem, Massachusetts

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Journal that "the growth and the numb of savings accounts are more attributab to prosperity and active employment than any alleged panacea of alleged Prohibition An even stronger statement comes from t president of a bank in Perry, Florida, who personal observation is that Prohibition h actually helped to cut down rather th build up savings:

> There are more people being impove ished to-day on account of Prohibition th before the Eighteenth Amendment reason of the fact that we pay more mon for whisky, and there is considerable mo drinking promiscuously and especial among the laboring classes and, in fa among all classes of people than prior to t enactment of the Eighteenth Amendment

But the President of the Seaman's Ba for Savings in New York is quoted as b lieving that "the adoption of the Eigh eenth Amendment has made a large co tribution" toward the building up of savin deposits. And the President of the Sale Five Cents Savings Bank is said to be of t opinion that Prohibition has undoubted helped many families toward the savin bank, and been a blessing to many more the form of food, clothes, and shelter.

Efforts like this to ascertain the contrib tion of Prohibition to increase savings a counts are, in the opinion of *The Americ Banker*, likely to produce little in the way tangible results, and it goes on to commen

> Something has increased savings deposi but that something is not reducible to a single cause. The reasons are numero A population steadily employed at hi wages is a potential savings-bank accou producer. Underlying all other facto this is the principal reason why savin accounts have multiplied so rapidly with the last half-dozen years. Then aga the facilities for opening accounts and t competition between banks for new bu ness have to be considered.
>
> One might almost say that the ban themselves have been responsible for t additions to savings-bank totals. Peop are beginning to realize as never befo the value of possessing something in t way of available surplus. The oft-cit Liberty Loan campaigns must also brought into the picture. These loan driv did something more than provide fun for carrying on the war. They were object lesson of how comparatively trifli sums can be made to grow into respectab totals. Tho the majority of people w bought small allotments on the instalme plan sold the bonds afterwards, the lesso remained.
>
> To speak frankly, it will prove an im possible task to determine the influence Prohibition in building the savings-ban totals of the country. That it has had so bearing will be admitted even by those w do not particularly favor the Prohibitio amendment.

We must not overlook the fact that t people of this country have been living in new economic era since 1917, conclud

The American Banker. First of all, they are prosperous—

> They possess the spirit of thrift and as never before are keeping in mind the necessities of a rainy day. Preaching the doctrine that will stimulate these desirable essentials is better than an effort to discover the undiscoverable.

HOW NEW INVENTIONS MAKE RAILROAD BUSINESS

MANY of our new inventions affect the railroads adversely by creating severe competition and by destroying old sources of income. Yet, as a whole, these inventions do give the railroads a certain amount of business which otherwise would not be available, says President T. C. Powell of the Chicago and Eastern Illinois Railroad. As quoted by The Committee of Public Relations on Eastern Railroads, Mr. Powell, in a recent speech, cited as instances in point:

> The products of the farm provide about 14 or 15 per cent. of the tonnage of the railroads as a whole, but a very valuable part of this traffic would not be available for transportation had it not been for the discovery of refrigeration some years ago.
>
> The invention of the gasoline engine has created an enormous tonnage of gasoline which is handled from the refineries to the distributing stations, sometimes by tank wagons, but more largely in tank-cars over the railroads. Without this invention, the gasoline would be a drug on the market or would remain in the earth as not being valuable enough to take out.
>
> The invention of the talking-machine has built up a large business in the construction of the machines themselves, and particularly in the manufacturing of cabinets and records. The mere record itself involves the manufacture of wood flour in combination with other ingredients, all of which must be transported, mostly by rail.
>
> The radio has already produced a volume of business which is surprizing. Batteries, for instance, move in car-loads, and the construction of cabinets, similar to those used in the cast of the talking-machine, also constitutes a valuable tonnage.
>
> The airplane is regarded as a competitor of the railroad, and yet the airplane itself creates traffic through its requirements for airports, construction plants, repair plants, gasoline stores and miscellaneous supplies. It takes from 1,000 to 1,500 car-loads of material to fit up a flying-field properly, and none of this would move unless the flying-machine was a reality.

Last but not least, there is the automobile, which has given the railroads strenuous competition in transportation, but has also given an enormous amount of new freight traffic to them. As Mr. Powell notes, "the automotive vehicle transports a large amount of its own fuel, but, in order that the vehicle itself may be put into operation, it is necessary to transport aluminum, steel, copper, lumber, rubber, leather, or the substitute for leather, and a number of other items."

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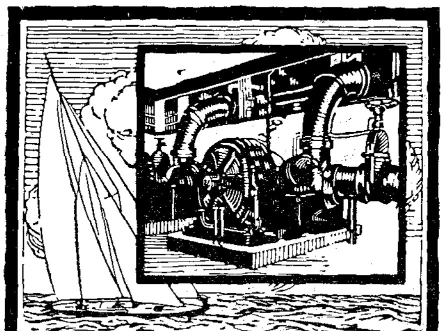

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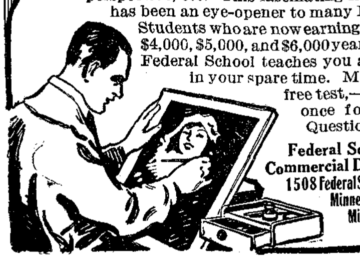

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INVESTMENTS AND FINANCE
Continued

THE GREEK DEBT SETTLEMENT

THE humanitarian element entering into the recently negotiated debt settlement with Greece gives a human-interest touch to what would otherwise be a mere financial adjustment. Because Greece receives in the settlement a large sum of money to be spent on what the New York *Times* calls "one of the greatest and most beneficent enterprises ever undertaken," our editors all agree that there ought to be very little difficulty or delay in connection with ratification by Congress. The point is that Greece sets aside this fresh cash to be spent on taking care of war refugees, who have constituted one of the most insoluble problems in the readjustment of southeastern Europe and the Near East. From the financial standpoint, of course, the settlement of the debt controversy with the Greek Government is an important step in the liquidation of our European war indebtedness. In fact, the New York *Evening Post* points out that now all these debts are funded with the exception of those of Russia and Armenia. It explains that:

> The problem of the Greek debt was complicated by political considerations which did not enter into any of the other settlements. The indebtedness arose as a result of an agreement whereby the United States, Great Britain and France agreed to advance the Greek Government 750,000,000 francs in order that it might obtain in Greece the credits necessary for its military operations. The sum had not been fully advanced when King Constantine, expelled during the war, was recalled to the Greek throne. This move met with the bitter opposition of the Allies, and further credits to the Greek Government were consequently withdrawn in 1920.
>
> In subsequent negotiations for payment of the debt, Greece refused to come to terms unless the credits agreed upon in 1918 were advanced in full, while the United States contended that events which occurred subsequent to November, 1920, relieved it from making any further advances. The agreement represents a compromise between these two attitudes in which the United States goes far toward meeting Greek claims. Greece has promised to fund the original amount of her debt of $15,000,000 over a period of sixty-two years at 3 per cent. interest, while the United States has agreed to advance an additional $12,167,000, which Greece will repay in twenty years at 4 per cent. interest.

The application of the proceeds of this new loan to humanitarian purposes is described briefly in the editorial columns of the New York *Times:*

> The proceeds of the additional loan are to be applied to the work of the Refugee Settlement Commission, which, under the League of Nations and under American chairmanship, has been helping Greece to establish in new homes and on the land and in industry 1,400,000 refugees out of Asia Minor—nearly a million and a half when she herself had a population of only five millions, and they impoverished by war and by the interruption of commerce. Moreover, it was not merely those of their own Hellenic stock to whom they gave such welcome as they could. Armenians were treated in like manner with the Greeks, who for generations and centuries had lived outside of the Greek mainland. No ancient Greek dramatist or historian had such a theme as the incidents of this mighty migration and repatriation. And there has been a minor theme, telling of the tender mercy shown all through these years, and especially by the Near East Relief and the American Red Cross, toward children.
>
> An unimagined flame of international kindness has been lighted in the hearts of hundreds of thousands.

SOUTH AMERICANS NOW BANKING THEIR SAVINGS

ONE of the notable features of the recent economic development of South America, so the London *Economist* hears from one of its correspondents on that continent, is the new propensity for saving among the people, especially the working classes. Savings institutions are of comparatively recent growth in South America, we are reminded, "a fact not difficult to understand when such accumulations have not unseldom been at the mercy of this or that political dictator for the time being." Even to-day, we are told, "a great mass of the people distrust such institutions, and when they can accumulate a nest-egg they prefer to hide or bury it." But some of the South American governments are now earnestly preaching thrift, and at least two of them, according to the writer in *The Economist*, Venezula and Uruguay, have, to some extent, succeeded, "for they can show practical results of their teaching":

> To take the example of Caracas—the Venezuelan capital—alone, the Savings Department of the National Bank can show, to-day, total deposits held at the end of last June amounting to 3,000,000 bolivars (a bolivar is worth about nineteen cents), whereas in 1920 the same bank disclosed in its accounts under the same heading a sum of no more than 1,000,000 bolivars. But this does not tell all the tale; for out of their savings, as well as from bank advances made against suitable securities, the people of Venezuela have been able to take up over 4,390 hectares (one hectare equals 2.47 acres), and work them for their own benefit.
>
> In the case of Uruguay—territorially the smallest of the South American Republics—the growth of postal savings deposits has been hardly less remarkable. The department of the Administration devoted to this enterprise was formed as recently as 1919, and came into active operation only on July 1, 1920. Since that date, however, the people have—through times good and bad—managed to increase their deposits at the banks, until to-day there are more than 25,000 depositors (of whom 18,000 are children) in a population of 1,700,000, their accumulations reaching a sum of over $600,000.

CURRENT EVENTS

FOREIGN

December 20.—Col. Charles A. Lindbergh takes President Calles of Mexico and former President Obregon and Ambassador Dwight W. Morrow up for a flight.

December 21.—The Italian Council of Ministers stabilizes the lira on a gold basis, the rate of exchange decided upon being 19 to one dollar or 92.49 to a pound sterling.

The Mexican Boy Scouts bestow the medals of Knight of the Order of the Lion, Knight of the Order of the Eagle, and Knight of the Order of the Tiger on Colonel Lindbergh.

December 22.—Mrs. Evangeline Lodge Lindbergh, mother of Colonel Lindbergh, arrives by airplane at Mexico City to meet her son.

December 23.—Renato Donati, Italian flyer, has broken the world's altitude record by flying to a height of 11,827 meters (38,792 feet), it is announced officially in Turin.

December 24.—The anniversary of the birth of Jesus Christ is celebrated Christmas Eve and morning in the Church of the Nativity, Bethlehem, the world's oldest Christian church, by Christians from all over the globe.

Between 2,000 and 3,000 persons, including eleven Russians, are estimated to have been killed in the slaughter which marked the crushing of the Communist revolt in Canton during the last two weeks.

December 26.—Rome is shaken by an earthquake, lasting about four minutes, but slight damage is done.

DOMESTIC

December 20.—Seven members of the House are appointed to investigate the sinking of the *S-4* and the *S-51*.

December 21.—A permanent injunction bars the Oklahoma House members from attempting to function further in legally continuing their investigation of State officers, and from preparing any more impeachment charges.

December 22.—Senator Reed Smoot, Chairman of the Senate Finance Committee, postpones consideration of the tax-reduction bill till March 1.

All hope of saving the crew of the *S-4* is given up, and Lieutenant-Commander Ellsberg (retired) declares it now a "purely salvage operation."

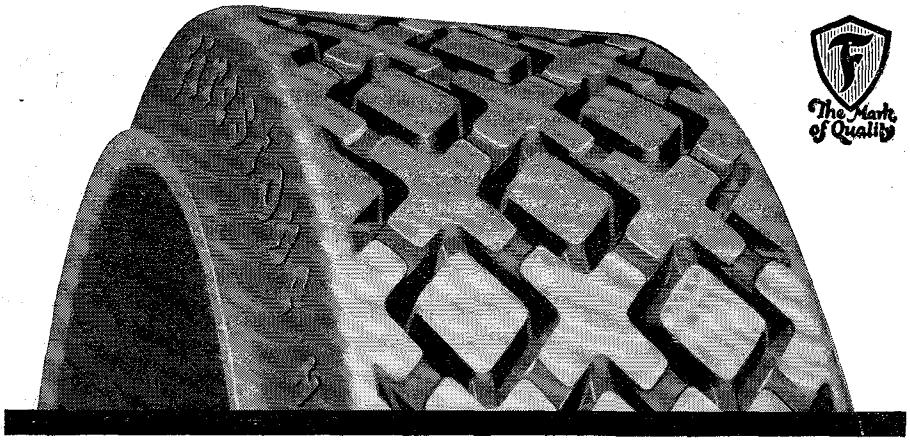
December 23.—Mrs. Frances W. Grayson leaves Roosevelt Field, Long Island, for Harbor Grace, Newfoundland, on the first part of a projected transatlantic flight.

December 24.—Mrs. Frances W. Grayson and her personnel of the amphibian plane, *The Dawn*, are reported missing.

The Navy Department decides to continue salvage operations for the *S-4*.

December 26.—Secretary of War Davis has drafted a bill designed to give the War Department power to guarantee the Army and Navy prompt and ample supplies of munitions in the event of war, it is announced.

Six men are killed in a pitched battle between city and county authorities at South Pittsburg, Tennessee, and National Guardsmen are ordered out to keep the peace.



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MOST MILES PER DOLLAR

AMERICANS SHOULD PRODUCE THEIR OWN RUBBER... Harvey S. Firestone

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"The Blue Book of Social Usage"

By EMILY POST

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ADDITIONAL AND ENTIRELY NEW MATERIAL, comprising every detail of social usage for the guest in a hotel and when one takes meals in restaurants.

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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Outgrowing the Garage.—COUPE wants room and board or two rooms with kitchenette.—*Dayton Evening World.*

Those Blues.—NITT—"How can you tell whether they're dancing or just necking?"

WITT—"If they don't move they're dancing."—*Judge.*

Brief Dalliance.—"Dauber says he is wedded to his art."

"Pshaw! It is just one of those companionate marriages."—*Boston Transcript.*

Hygienic Strife.—"I am very careful; whenever I quarrel with my wife, I send the children for a walk."

"Dear little things, one can see they get a lot of fresh air."—*Lustige Zeitung* (*Cologne*).

Agriculture in Wonderland.—In the interior of Sumatra, rice is sown by women who let their hair hang loose down the back in order that the rice may grow luxuriantly and have long talks.—*Pomona* (*Cal.*) *paper.*

Joyous Alibi.—"You should be more careful to pull your shades down at night. Last night I saw you kissing your wife."

"Ha, ha, ha! The joke is on you. I wasn't at home last night."—*The Office Cat.*

Rah! Rah! Rah!—"Now, remember, my dears," said Mother Raccoon to her children, "you must always watch your step, because you have the skin the college boys love to touch!"—*Louisville Times.*

More British Propaganda?—
UNITED STATES POST OFFICE
Candler, N. C.
R. W. KING, Postmaster
MISS SUE QUEEN, Asst. P. M.
—*Official letter-head.*

Ducking the Stork.—John, aged six, was told that he had to go to the hospital to have his tonsils removed, and his mother was bolstering up his morale. "I'll be brave and do just what you tell me, mother," he promised, "but I betcha one thing, they don't palm off no crying baby on me, like they did on you when you were in the hospital."—*Charleston News.*

Turning Over a New Leaf.—It was visiting day at the jail, and the uplifters were on deck.

"My good man," said one kindly lady, "I hope that since you have come here you have had time for meditation and have decided to correct your faults."

"I have that, mum," replied the prisoner in heartfelt tones. "Believe me, the next job I pull, this baby wears gloves."—*The American Legion Weekly.*

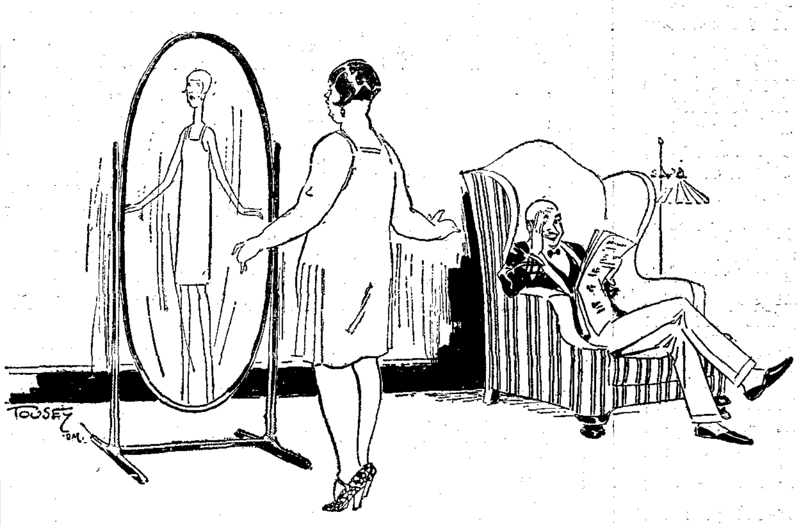
Swat It.—
FLY TO OPERATE
ON INJURED GIRL
—*Philadelphia Evening Bulletin.*

Prophetic Bluster.—Coming events must cast their shadow. How else can you account for calling Chicago the Windy City so many years before the arrival of Bill Thompson?—*Alliance Times-Herald.*

Buying Trouble.—"Men are so hard to buy for," complained the sweet young thing.

"Yes," sighed the spinster of forty-three, "and I hope you'll never learn how hard it is to get a man to buy for."

—*Boston Transcript.*



This crafty husband installed trick mirrors throughout the house some time ago, and reports that the expenditure was well worth while. —*Judge.*

Hee Haw!—
CIVIC ASS'S WILL
MEET MONDAY NIGHT
—*Bergen* (*N. J.*) *paper.*

Call the Sheriff.—SIMPERING SPINSTER—"When I was born, my father made me a promise to give me £10 every birthday, and I have £190 now."

BACHELOR (dubiously)—"When is he going to pay you the balance?"—*London Answers.*

Personal Representative.—A kiss will last but a day, ten pounds of candy she will eat and forget; the roses you send will fade with the dawn, but a Persian kitten or a nice puppy is an hourly reminder of you. McEden's Kennels.—*Credited by the Boston Transcript to a Southern paper.*

Beating the Game.—A farmer received a crate containing some fowls. He wrote to the sender, informing him that the crate was so badly made that it had come to pieces when he was taking the hens home with him, and they had all escaped, and after much searching, he had only succeeded in finding eleven of them. In due course he received the following reply:

"You were lucky to find eleven hens, because I sent you only six."

—*Wright Engine Builder.*

Modern Dress Reform.—The only things getting longer about women's evening gowns are the shoulder straps.—*Judge.*

Whoops!
GRIESS JURY PICKLED
SOONER THAN EXPECTED
—*Omaha World-Herald.*

Naughty, Naughty!—"Did Joan's mother find fault with her for arriving home with the milkman?"

"No; she scolded the milkman for coming so late."—*Everybody's Weekly.*

Natural Result.—The officer said he found three empty glasses, a half-gallon demijohn and three empty flasks near the body. Death is believed to have been due to natural causes.—*San Francisco Chronicle.*

Frightful Shock.—The inevitable has come. An automobile at Flint, startled at the sudden appearance of a horse, ran away and crashed into a post.—*Detroit News.*

Moral Merchandise.—A man of forty wants a position with a good firm as retail salesman in hardware or furniture with no bad habits.—*Ad in the Raleigh News and Observer.*

Birds of a Feather.—Two weary strangers met on the road one day. One was a man who had been in business and extended credit to every body without getting a credit report.

The other was also broke.—*Glendale* (*Cal.*) *Merchants Bulletin.*

Caught the Symptoms.—"Did that patent medicine you bought cure your aunt?"

"Mercy, no! On reading the circular that was wrapt around the bottle she got two more diseases."—*Watchman-Examiner.*

"2 2," Tooted the Locomotive.—

There was a young lady of Crewe
Who wanted to catch the 2.2;
Said a porter, "Don't hurry,
Or worry or flurry,
It's a minute or 2 2 2 2."
—*Everybody's Weekly* (*London*).

Pops and Moms Galore.—Mr. and Mrs. Vanderbeck and family, Mr. and Mrs. Robert Vanderbeck and family and Mr. and Mrs. Mayer, all came out from Portland to eat Thanksgiving dinner at the home of their daughter, Mrs. A Versteeg.—*Newberg* (*Ore.*) *paper.*

Mr. and Mrs. A. M. Breyer, Dakota, Minn., are the parents of a 7 pound 13 ounce son born November 12 at La Crosse Methodist Hospital to Mr. and Mrs William Campbell, 2027 Liberty street —*La Crosse* (*Wis.*) *paper.*